THE BOMBAY COURIER.

PUBLISHED TWICE A WEEK,—EVERY SATURDAY AND TUESDAY MORNING.—PRICE 13 RUPEES PER QUARTER.

VOL. XLI.] SATURDAY, 24 AUGUST, 1833. [NO. 2267.

THE Bombay Steam Committee, having with Capt. WILSON'S consent made a reprint of his Pamphlet on "Steam Communication to Suez" to which is now added, observations on "Steaming during the S. W. MONSOON," copies may be had at the Courier Office, price one rupee; the proceeds, after paying printing expences, to go to the Steam fund,

IN THE SUPREME COURT OF JUDICATURE AT BOMBAY.

SHERIFF'S SALE.

Seized by virtue of a Writ of Fieri Facias at the suit of NUSSURVANJEE MUNCHERJEE, Cama, trading under the name and firm of NUSSERVANJEE FRAMJEE, Cama... PLAINTIFF.

Vs.

PURMANUNDASS NAGURDASS... DEFENDANTS

NOTICE is hereby given, that on Tuesday next, the 27th Instant, at 3 o'clock in the afternoon, will be put up to sale by public auction,

A large Garden, with several Fruit Trees therein standing, together with a large and small Bungalow, situate at Nagaum Village on the road to Matoonga, and in the vicinity of a Garden belonging to MOOLNA FEROOZ, Andeareo.

C. FITZROY,
Deputy Sheriff.

BOMBAY,
SHERIFF'S OFFICE,
23d *August*, 1833.

શ્રી•મુમબઇ•ની•જુદી•ફ્રેટરની•થ્રુપરીમ
ફ્રોરટમોથી
શરીફનુ•વેચાણ•

નશરવાંનજી•મેનચેરજી•ફ્રામાં•જે•ઘણી•
નશરવાંનજી•ફરામજી•ફ્રામાંને•નામનો•ધંધો
ચલાવેછે•તે•ફરીઆદી•ફરનારનુ•ફેરીમ•
ફેરૂીઅરા•નામનુ•કુફમનામનુ•પરમાનનદરા
નાગરદાસ•જવાળ•દેનાર•કુપરૂ•થાજકુછે•
તેથી•તેફેની•ફેઠલ•ફફેલી•ઐીલફતશરી
ફે•ટાયં•મારીને•ફળજ•ફીધીછે•*
ખજ•દીમાંથી•આપીએચજે
આવતા•મંગળવારે•તા•૨૭ મી•ચાલતા
મઠીનાનીએને•દીને•પાછલા•પોફોરમાં•ફ
ાફ૩ નાં•જફેર•લીલાંકુ•ફરીને•વેચશે•*
એફ•મોટી•વાડી•તેમો•ફેટલાંફ•મેવાનાં
જકાડોછે•તથા•એફ•મોટો•તથા•નાંધલો
બંગલોછે•તે•શુધાં•*તે•મીલફતનાએગાં
મમો•મટુંગાનાં•૨શતા•કુંપર•વીદેઆકુ•મુલા
ફ્રીરોજજી•ની•વાડીની•પંડોશમેછે•*
ચારલીશ•ફ્રીતજરાએ
ડીપીકુટી•શરીફ
શ્રી•મુમબઇનાં•શરીફ•નીંઆફ્રીશ
તા•૨૩ મી•આગુશટ ૧૮૩૩ •

NOTICE.

THE Copartnership carried on by the Subscribers,—the only partners in Bombay—and Messrs DANIEL WALKINSHAW, and GEORGE BARLAS in Great Britain, under the firms of ADAM SKINNER & Co, at Bombay, WALKINSHAW, ADAM & Co. at Glasgow, and JOHN SKINNER, & Co. at Liverpool, was dissolved on the 31st ult. 1833, by expiration of Contract.

Witnesses,
CHAS. B. SKINNER. GEO. ADAM.
JOHN SMITH. JOHN SKINNER.
C. B. ADAM.

The above business, will in future be carried on in Bombay, Glasgow, and Liverpool, under the same firms, by Messrs *Daniel Walkinshaw, George Adam, John Skinner, Charles Binny Adam, and Charles Binney Skinner.*

Bombay, 21*st August*, 1833.

THE PANWELL HOTEL,

BY JONES WILLIAM WARD.—Where Ladies and Gentlemen will be accommodated at the shortest notice, in a most satisfactory manner, on the most reasonable terms with Boarding or Lodging, Dinners, Tiffins, &c., with a choice assortment of Wines and other Europe Liquors. Stabling for Horses and conveyances.

The strictest attention will be paid to the accommodation and comfort of his guests.

FOR Sale at the Godowns of Messrs. RITCHIE, STEUART and CO., Superior Pale Sherry in 6 dozen Cases, from *David Rankin*, London, at 15 Rs. per dozen.

Bombay, 24*th August*, 1833.

ADVERTISEMENT.

APPLICATION having been made to the Supreme Court of Judicature at Bombay, that letters of Administration of all and singular the goods and chattles, rights and credits, of MEEAH ABBA AHMED FUTTAY MAHOMED, late of Bombay, Mahomedan, Inhabitant, deceased, may be granted to ROOKEYABOYE, widow of the said deceased, HANEFA, daughter of the said deceased, and ASHBAYE, sister of the said deceased; all persons concerned are hereby apprized thereof.—Dated 15th August, 1833.

J. P. LARKINS,
BY
D. B. SMITH.

જાહેર•ખબર

મુરાલમાંન•મરનાર•મીઆં•અબા•અહ
મદ•ફતેહ•મહમદ•શ્રી•મુંમબઇનો•રેફેવા
રી•હતો•તેની•શરવે•માલ • મીલફતનુ•
અખતીઆરનાંમુ•લેવા•શાકુ•શ્રી•મુમબઇ
ની•જુદીફ્રેટરની•થ્રુપરીમ•ફ્રોરટમો•એમ
રનારની•વીઢવા•૩ફબઆબાઇ•તથા•એ
મરનારની•છોફરી•હનીફા•તથા•એ•મર
નારની•બેન•આશાબાઇ•એ•તરેણે•જણા
ઓએ•અરજ•ફીધીછે•જે•હુમુને•મલે—એ
વાશતે•શરવે•લોફો•જેફોઇ•એનાં• બાબ
શતા•હોએ•તેનાંઓને•જાહેર•થાએ—ત
રીખ ૧૫ મી•આગશટ ૧૮૩૩ •
જે—પી—લારફીનશાની•વતી
કી—બી—ભરામીઠ

A CARD.

BYRAMJEE CAWASJEE, merchant, begs the Gentlemen of the Presidency will be so good as to grant their Parsee Clerks and servants leave on monday next the 26th Instant, as their attendance is earnestly desired at a General Ceremony to be performed on that day at the Church of HORMUSJEE BOMANJEE, Wadia.

ON Monday, the 2d of September, Messrs. FRITH BOMANJEE AND CO. will sell by Public Aution, at their Rooms, by order of the Common Assignee, the Household Furniture and property of S. W. HENSHAW, an Insolvent, the same consists of Couches, Tables, Chairs, Vase Lamps, Desks, Looking Glasses, Cooking utensils, &c.&c. &c. Further particulars of which will appear in a future advertisement.

At 4 P. M. they will sell on the spot, certain landed property belonging to the same Estate, situated at Ketwaddy Girgaum, the Title deeds, and particulars respecting which, may be seen on application to the Advertisers.

PUBLIC Auction, on Wednesday next, the 28th inst. at 11 A. M. Messrs. FRITH BOMANJEE and CO. will sell by Public Auction, at their Rooms, the following varied assortment of Choice Goods without reserve, viz. Silk Bandanna Handkerchiefs, and Ladies Dresses, of Palmerines, Balistes, Faraseaus English Crape and Woollen Shawls, Scarfs and Handkerchiefs, Sarsnet and Satin Handkerchiefs, 16 dozen of Gentlemen's Black Silk Handkerchiefs, Fustians, Long Cloths, Superior Lana Wood Buggy whips, a large assortment of Hardware, consisting of Padlocks, Door and Drawer Locks, Chest Locks, Hand vices, Plane Irons, Bengal Hood hides, &c. &c. &c.

A Square Piano Forte by Tomkinson, and a Spanish Guitar in case.

AT NOON,

A Brace of English Greyhounds, and any Carriages or Cattle that may offer.

MESSRS. FRITH BOMANJEE AND CO. are now landing from the *New, Grove* the following fresh batch of Choice Wines from the respectable House of CARBONELL AND SON, which they are authorized to warrant to be of the first quality:—

English Claret, 1st Growth...	Quarts	per	doz.	Rs.	45
Do. do. do....	Pints	"	"	"	23
French, or 2d Growth Claret.	Quarts	"	"	"	30
Fine Old Sherry.....	Ditto	"	"	"	26
Do. do. do.....	Pints	"	"	"	13
Choice do. Port.....	Quarts	"	"	"	24
Do. do.....	Pints	"	"	"	12

TERMS, CASH.

N. B. all previous orders on their Books will meet prompt attention.

DE VELNO'S VEGETABLE SYRUP.

MESSRS. FRITH BOMANJEE AND Co. have for sale, a small quantity of the above highly approved Syrup, at Rs. 20 per bottle.

Bombay, 24*th August*, 1833.

ADVERTISEMENT,

ALL Persons having Bond Claims on the Estate of the late ROBERT DAVISON MACKENZIE, a Lieutenant in the Hon'ble Company's Military Service in the first Regiment of Light Cavalry, on their Bombay Establishment, are requested to send the same to Mr. FRANCIS LUGRIN, the Administrator, without delay, as none will be received after sixty days from this date.

Bombay, 22*d August*, 1833.

TO SPORTSMEN.

NOBLE, has the honor of informing Gentlemen at the Presidency and out-stations that he has recently received a fresh Batch of double and single Guns and Pistols, which are now open for sale, at his Shop Meadow's Street, between the Portuguese and Armenian Churches.

To ensure a ready sale the prices are low, and orders from outstations accompanied with a satisfactory reference for payment will be immediately attended to.

NOBLE, has also received a small supply of WALNUT TREE STOCKS, (in the rough) which will enable Gentlemen wanting new Gun Stocks to obtain them of the proper wood.

NOBLE, Stocks and Repairs all sorts of Guns and Pistols, &c. as heretofore, and solicits the Patronage of Sportsmen in general.

Bombay, 23*d August*, 1833.

FOR SALE at Messrs. BECKWITH AND CO'S.,

Double Barrelled Percussion Guns, by W. Mills, at ..... Rs. 550 each.

Received per *Lady Ruffles*, direct from the Maker.

FOR Sale at the Godowns of MESSRS. BECKWITH & CO.—Geneva of the 1st quality, received from Messrs. Graham & Co. of Rotterdam, at Rs. 20 per dozen.

TERMS-CASH.

Bombay, 24*th August*, 1833.

FOR Sale at the Godowns of MESSRS. BECKWITH AND CO.—A few cases of very superior "Amontilado" Pale Sherry, just received from W. D. Shirriff, of London, at..... Rs. 25 per doz.

Fresh high flavored English Claret, from Do.. " 25 do. do.

Champaigne Brandy of excellent quality, from Do. " 18 do. do.

TERMS-CASH.

Bombay, 24*th Augt.*, 1833.

ON SALE—Sherry Wine of superir quality in cases of 3 dozen, at Rs. 16 perdozen.

Apply to DUNCAN, GIBB AND CO.

Dady's Buildings, 24*th August*, 1833.

FOR Sale, at the Godowns of Messrs. ADAM, SKINNER AND CO., the following Wines:—

Sherry Wine, from Pitman Hullock and Co. in half Chests, at Rs. 20 per Dozen.

Ditto.....do. in Quarter do. at..... Rs. 20 do. do.

Ditto, from Charles Bell, in half Chests, at Rs. 18 do. do.

Ditto. do. do. in Pints, in cases of 6 doz. each..... Rs. 12 do. do. Pints.

Ditto in Butts of 120 Gallons each, and Hhds. Rs. 600 do. Hhd.

London Particular Madeira in Pipes.

Dady's Building's, 24*th August*, 1833.

ON Sale, at the Godowns of Messrs. REMINGTON AND CO.

Christopher's old Cognac Brandy in 5 Dozen Cases, at Rs. 16 per Dozen.

" Best Holland's Geneva in 3 Dozen Cases, at Rs. 14 per Dozen.

Bombay, 21*st August*, 1833.

FOR SALE at the GODOWNS of Messrs. REMINGTON and CO., superior *Phelan's* highly flavoured *Claret*, at Rs. 20 per dozen, in cases of 3 dozen each.

Also *Champagne* in baskets of 1 dozen at Rupees 45 each.

Bombay, 24*th August*, 1833.

ON SALE, at the GODOWNS of MESSRS. REMINGTON AND CO., the following Wines of superior quality, from Messrs. TODD and BOSANQUET:—

Claret 2d Growth.... Rs. 30 per doz.
Pale Sherry..... " 26 per doz.
Port Wine, at..... " 20 per doz.

R. and Co. will register all orders for the above Wines to be supplied whenever the stock may be expended, from the first shipments they may receive, and will forward to TODD and BOSANQUET orders for annual supplies of the above and other Wines for Individuals and Regimental Messes. The Shipping prices of all T. and B's. Wines may be known on application to R. and Co. who will receive payment on the arrival of the orders in Bombay.

THE FIFTY THIRD MADRAS GOVERNMENT LOTTERY.

FRIST CLASS.

1	PRIZE of.....		Rs.	25,000
1	" "			10,000
1	" "			5,000
3	" " 2000	each....		6,000
4	" " 1500	".....		6,000
5	" " 1000	".....		5,000
7	" " 300	".....		2,100
20	" " 200	".....		4,000
40	" " 100	".....		4,000
518	" " 50	".....		25,900
600				93,000

Tickets and shares in the above Lottery, are for sale with FROMMURZE SORABJEE, opposite to the General Post Office, in the Shop of Burjorjee and Cowasjee at the following Prices:—

Whole Tickets at Rs. 35 each.
Half...." ..... 18 "
Quarter " ..... 9½ "

TERMS-CASH.

Bombay, 24*th. August*, 1833.

ADVERTISEMENT.

NOTICE is hereby given, that JOSEPH DE LIMA E SOUZA, has given a Deed Poll or Power of Attorney, to one RUSTOMJEE FRAMJEE, Doctor, and CURSETJEE EDULJEE, Mellapatellna, to receive a certain allowance, made by the Honorable the United Company of Merchants of England, trading to the East Indies on their Bombay Establishment, to the Heirs of SIR MIGUEL DE LIMA E SOUZA, deceased, father of the said JOSEPH DE LIMA E SOUZA, as a compensation for services rendered by him: and that JOSEPH DE LIMA E SOUZA, being indebted to several different persons, and having agreed with RUSTOMJEE FRAMJEE, Doctor, and CURSETJEE EDULJEE, Mellapatelna, to pay off all his Creditors, and for that purpose, JOSEPH DE LIMA E SOUZA, passed a Bond to them, for the sum of Rupees (15,500) fifteen thousand and five hundred, bearing date the 27th day of May, in the year of Christ one thousand, eight hundred and thirty three, and gave them a power of Attorney or Deed Poll, bearing even date, with the abovementioned Bond, and upon that, RUSTOMJEE FRAMJEE, Doctor, and CURSETJEE EDULJEE, Mellapatelna, to receive the said sum of Rupees 583 1 33 from the Honorable the United Company on that account; these persons RUSTOMJEE FRAMJEE and CURSETJEE EDULJEE, Mellapatelna, are upwards of three years in the management for clearing JOSEPH DE LIMA E SOUZA'S Debts, but to no purpose, notwithstanding, that RUSTOMJEE FRAMJEE and CURSETJEE EDULJEE, Mellapatelna have sold two pieces of land in Umberkary and two gardens in Mahim, belonging to JOSEPH DE LIMA E SOUZA, amounting collectively to Rupees 12,500, of which no account has been, as yet, produced to JOSEPH DE LIMA E SOUZA, and finding himself in a very bad predicament under the management of RUSTOMJEE FRAMJEE and CURSETJEE EDULJEE, Mellapatelna; JOSEPH DE LIMA E SOUZA, has taken upon himself the management of affairs regarding his Creditors and others, therefore the Deed Poll or Power of Attorney, as a General Power Executed to them, the abovenamed RUSTOMJEE FRAMJEE and CURSETJEE EDULJEE, Mellapatelna, authorizing them to manage and transact all and every kind of business for the Estate and effects of JOSEPH DE LIMA E SOUZA, is to be considered null and void.

Bombay, 23*d August*, 1833.

TO BE LET—The House at Mazagon, between Mr. M. FORBES and Mr. DE VITRE'S.

Do. at Colaba, recently vacated by Major DUFFIN.

Do. a Warehouse recently built in Apollo Street.

Apply to CURSETJEE JAMSETJEE.

FOR SALE at the Courier Office—A few remaining copies of the BOMBAY CALENDAR and ALMANAC, printed on English Royal Paper for the present Year, containing Rules, Regulations, and other matter of local interest not previously published.—Price 6 Rupees per copy.

JUST Published,—No. 12 of the QUARTERLY ARMY LIST. Price Rupees 3.

FOR SALE at the Courier Office—A CODE OF SIGNALS, with a list of Vessels and their corresponding numbers in H. M. Service, and the Commercial Navy of Great Britain, together with those belonging to the Port of Bombay. Price, one Rupee.

ADVERTISEMENT.

NOTICE is hereby given, that SOONDERDASS HURRYCURSONDASS, of Bombay, Banian, Broker, has contracted and agreed to purchase from MOROBA WISSWANATH, Sinoy, a piece or parcel of vacant ground situate in Jaironsord, or King street, lying between the Houses of the said SOONDERDASS HURRYCURSONDASS, and the late Mr. KING, Armourer, within the Town Walls of Bombay. He, she, or they, having any claims, right or title by inheritance, mortgage, or otherwise, are therefore required to make known the same to Mr. JAMES PATCH, Attorney at Law to the said Purchaser, within eight days from the date hereof, through his, her, or their Attorney at Law, otherwise he, she, or they, shall be precluded therein. Dated this 23d day of August, 1833.

જાહેર • ખબર

ખબર • ફીર્આંથી • આપીએ ચેજે

શ્રુનદરદાશ • ફરીકરશંનદાશ • શ્રી • ચુમખ

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ચતો • ફોએતો • તેનાંમોને • જાંણ • ફરેચજે • ખ

રીદદારનો • ધારાનો • વકીલ • મીશતર • જેમી

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છુલ • ફરશે • નહી — તારીખ ૨૩ મી • આગા

શટ ૧૮૩૩ ❀

JUST Published—Number XX of the ORIENTAL SPORTING MAGAZINE.

CONTENTS.—No. 1 The Married Hog-Hunter,—2 Reminiscences of the Fancy —3 Song, "Fill the Goblet to the brim,' —4 The Florikan,—5 A Bison Hunt,—6 Another Wild Elephant on the Western Coast of India,—7 Captain Mundy,—8 Animals by their proper names,—9 Splendid Exploit of a Native Infantry Regiment,—10 Lines for the O. S. M.—11 Native Pharmacopeia,—12 Hunters of Yore,—13 A Song,—14 Hunting in the Southern Mahratta Country,—15 An Epistle from the Northern Concan,—16 Steeple Chases,—17 Performances of Chester,—18 The Hunting and Shooting Diversions of the Boondelas,—19 A Sagacious Horse,—20 The Union Coach,—Races to Come, and the Racing Calendar.

FOR SALE at the Courier Office,

The Oriental Sporting Magazine, from No. 7 to 19, each No.....	3 0 0
Blank Powers of Attorney,.....	0 2 0
Do. Interest Bonds,.....	0 2 0
Do. Policies,.....	1 0 0
Do. Bills of Lading, per set,....	0 2 0
Do. Respondentia Bonds,.....	0 2 0
Do. Bills of Exchange, per set,...	0 2 0
Plans of the Island,.....	1 0 0
Traveller's Itinerary,.....	5 0 0
Insolvent Debtor's Act,.....	3 0 0

LETTER-PRESS PRINTING, neatly executed upon moderate terms.

FOR PASSAGE TO LONDON,

THE fine Ship MARQUIS OF HASTINGS, of 500 TONS Register, JOHN CLARKSON, Commander, will leave Bombay the first week in December next, has excellent accommodations for Passengers and carries a Surgeon.—Apply to Messrs. REMINGTON AND CO.

Bombay, 24th August, 1833.

FOR PASSAGE TO LONDON,

THE first class Teak Ship GILMORE, of 550 Tons, H. H. LINDSAY, Commander, has splendid accommodation for Passengers, and carries an experienced Surgeon.

This Ship is expected to arrive early next month, and will be despatched about 1st. November. Plans of the Cabins may be seen on application to DUNCAN GIBB AND CO.

Dady's Buildings, 24th August, 1833.

FOR FREIGHT OR PASSAGE TO PORT GLASGOW,

THE British built Ship "SPENCE," A. HARDIE, Commander, will sail for the above Port on the 10th September. Apply to the Commander on board, or to Messrs. WILLIAM NICOL AND CO.

Rampart Row, 24th August, 1833.

FOR FREIGHT OR PASSAGE TO LONDON,

THE Teak Built Ship "LONDON," 400 Tons Register, JOHN PICKERING, commander, will have early despatch. Apply at the office of McGREGOR EDMOND & Co.

Bombay, 24th August, 1833.

FOR PASSAGE TO LONDON,

THE Ship, LADY FEVERSHAM, STEPHENSON ELLERBY, Commander, Burthen 500 tons, carries a Surgeon, has superior accommodation for Passengers, and will sail on the 10th. September. Plans of her cabins may be seen by applying at the office of Messrs. DIROM CARTER AND CO.

Bombay, 24th. August, 1833.

FOR FRIEGHT OR PASSAGE TO LONDON,

THE A. I. Barque "KENT," will be dispatched for the above named port in all September. For frieght of 100 tons, or Passage, apply to FERGUSON TURNER and CO.

Bombay, 24th August, 1833.

GENERAL ORDERS

BY THE RIGHT HON'BLE THE GOVERNOR IN COUNCIL.

Bombay Castle, 13th August, 1833.

No. 323.—The following promotion is made :—

2nd or grenadier regiment native infantry.

Ensign J. C. Hartley, to be lieutenant, *vice* Bowater deceased.—Date of rank 5th August, 1833.

Ensign M. F. Gordon, to rank from the 5th August 1833, and to be posted to the 2nd grenadier regiment native infantry, *vice* Hartley promoted.

Bombay Castle, 14th August, 1833.

No. 324.—The Right Hon'ble the Governor in Council has been pleased, by a resolution passed in the general department, under date the 7th instant, to appoint L. R. Reid, Esq. secretary to government in the territorial and commercial departments, to conduct the duties of secretary to government in the military department, during the absence from the presidency of the chief secretary.

Bombay Castle, 16th August, 1833.

No. 325.—Lieutenant T. B. Hamilton of the 1st regiment of light cavalry, barrack master of the presidency, is allowed a furlough to the Cape of Good Hope, for twelve months, for the benefit of his health

Bombay Castle, 17th August, 1833.

No. 326,—The following temporary appointments are confirmed :—

Lieutenant A Thomas to perform the duties of adjutant to 8th regiment native infantry, from the 21st to the 31st ultimo, until lieutenant Cristall joins from leave.

Lieutenant F. Cristall to act as adjutant to the 8th regiment native infantry, from the 1st instant, during the absence of lieutenant Morse.

No. 327.—Lieutenant C. Giberne of the 16th regiment native infantry, is allowed leave of absence for four months, from the 14th November next, to proceed to Hyderbad, on urgent private affairs.

Bombay Castle, 19th August, 1833.

No. 328.—Lieutenant J. D. Smyth, of the 4th regiment N. I. is appointed to take charge of the office of barrack-master at Bombay, until further orders.

No. 329.—Sergeant Thomas Lewis, of the regiment of artillery, is allowed his discharge from the service, with permission to remain in India, on paying the regulated sum of £8, or rupees 711 "44 into the Hon'ble Company's treasury.

No. 330.—Lieutenant H. C. Morse, of the 8th regiment native infantry, is allowed a furlough to Europe, for three years, for the benefit of his health.

By order of the Rt. Hon'ble the Gov. in Council,
L. R. REID, *Sec. to Govt*

CIVIL APPOINTMENTS, &c.

TERRITORIAL DEPARTMENT.

REVENUE.

Bombay Castle, 16th August, 1833.

Mr. H. Hebbert, attached to the office of the collector of Ahmednuggur, is allowed leave of absence from the 30th instant to the 25th October next, to visit the presidency.

Bombay Castle, 17th August, 1833.

The Right Honorable the Governor in Council is pleased to make the following appointments in consequence of the removal of Mr. Stubbs, from the situation of principal collector of Surat :—

Mr. J. Vibart, to be principal collector of Surat,
Mr. E. B. Mills, to be collector of Ahmedabad.
Mr. W. Stubbs, to be collector of Kaira.

By order of the Rt. Hon'ble the Governor in Council,
L. R. REID, *Sec. to Govt.*

MARINE DEPARTMENT.

Bombay Castle, 16th August, 1833.

In pursuance of the orders of the Hon'ble the Court of Directors dated the 12th of September last, respecting the rank of lieutenants W. H. Wybard and H. A. Ormsby of the Indian navy, the Right Hon'ble the Governor in Council is pleased to publish the following amended list of rank :

Lieutenant E. S. Smith.
" J. A. Young.
" W. H. Wybard.
" H. A. Ormsby.
" C. Parbury.
" G. B. Kempthorne.

Bombay Castle, 17th August, 1833.

The Right Hon'ble the Governor in Council has been pleased to permit lieutenant H. B. Lynch of the Indian navy to proceed to England on medical certificate, under the existing regulations.

By order of the Rt. Hon. the Gov. in Council,
JOHN BAX, *Sec. to Govt.*

JUDICIAL DEPARTMENT.

Bombay Castle, 20th August, 1833.

The Right Honorable the Governor in Council being about to employ Mr. Gray, the magistrate of the centre division, on special duty, is pleased to make the following temporary appointments, to take effect from the 1st of September next.

Mr. Willis, magistrate of the Mahim division, to act as magistrate of the centre division.

Mr. J. Williams to act as magistrate of the Mahim division, and in the court of requests.

By order of the Rt. Hon. the Governor in Council,
JOHN BAX, *Sec. to Govt.*

GENERAL DEPARTMENT.

Bombay Castle, 20th August, 1833.

The Right Honorable the Governor in Council has the pleasure of announcing the appointment by the Honorable the Court of Directors on the 27th of March last of Edward Ironside, Esq. to be a member of Council for this presidency, to succeed provisionally to that office on the expiration of the term of five years' service of William Newnham Esq. or upon the occurrence of any previous vacancy.

Bombay Castle, 21st August, 1833.

The Right Hon'ble the Governor in Council is pleased to notify the following promotions in the civil service :—

TO BE SENIOR MERCHANTS.

Henry Young, Edward H. Townsend, William C. Andrews, John W. Langford, Frederick J. H. Reeves, Nugent Kirkland, William W. Malet, James Seton, The Hon'ble Musgrave A. H. Harris, William Clerk, Alexander N. Shaw, Charles Sims, Walter J. Hunter, Henry G. Barnett, Robert C. Money, Richard G. Chambers, Henry B. Morris, Charles Prescott, William Richardson.—*Date of rank, 15th August*, 1833.

TO BE JUNIOR MERCHANTS.

Edward G. Fawcett, William G. Clarke, Henry Reeves, Arthur Malet, Robert D. Luard, Arthur Hornby.—*Date of rank, 6th June*, 1833.

TO BE FACTORS.

John Gordon, Henry Liddle, John Webb, William H. Dyke, George A. E. Campbell, William Courtney, George Malcolm, Gilbert J. Blane, Richard Spooner, John S. Law, William Dent, Godfrey Lee Farrant, Archibald A. N. Campbell, Charles Price.—*Date of rank, 1st June*, 1833.

By order of the Rt. Hon. the Governor in Council.
JOHN BAX, *Sec. to Govt.*

NEELGHERRY HILLS.

NOTICE.

The Right Honorable the Governor in Council, with a view of meeting the comfort of travellers proceeding to the Neilgherry Hills, having been pleased to sanction the establishment of three sets of Bearers, on fixed pay, to be stationed, until further orders, at Manan.oddy under the order of the Officer commanding Wynaad. Notice is hereby given, that all applications for them must be made to Captain Minchin direct. The Bearers will be available to travellers as far as Goodalore on the Neilgherry road, Kakencottah, on the Mysore road, and Peria, on the Cannanore road.

The following are the sanctioned rates of hire for one set of Bearers

	Rs.	A.
From Kakencottah to Bawally.....	5	0
" Bawally to Manantoddy.....	6	0
" Manantoddy to Peria.....	8	0
" Manantoddy to Panoortcottah ...	6	8
" Panoortcottah to Sultan's Battery,	8	0
" Sultan's Battery to Nellialoom ...	8	0
" Nellialoom to Goodalore.....	8	0
For each Courry Cooly, per stage....	0	8

Batta will be charged at the rate of two Rupees per set, for each day they are detained, and on no account will they be allowed to remain at a post longer than three days.

Travellers are recommended to ascertain from Captain Minchin that Bearers can be posted for them before leaving the Hills to prevent detention in the Jungles

It is requested also that the word "Bearers" may be superscribed on the envelope of letters applying for the same, that in the event of Captain Minchin's absence, they may be opened by Deputy.

F. CLEMENTSON,
Principal Collector.

MALABAR, PRINCIPAL COLLR's. OFFICE,
Calicut, 13th March, 1833.

THE DURPUN.

A great rise has taken place within the last few days in the price of provisions, owing, it is said, to the arrival of several vessels from Jaffrabad and Mandavee, for the purchase of grain &c. for the supply of Cutch, in which country the utmost distress prevails in consequence of the absence of rain.

The market prices were,	*on the 20th*	*on the 22d*
Gram.....per candy.....	Rs. 24.....	Rs. 37
Ghee.....per maund.....	" 8.....	" 12
Oil.....per Ditto.....	" $2\frac{3}{4}$.....	" 4
Rice 1st quality, per phara	" 4.....	" $5\frac{1}{2}$
Do. 2d do. do.....	" 3.....	" 4

During the past week several Robberies have been committed—some by armed gangs—A list of their depredations and outrages is given in the last Gazette. A Sonar in Dungaree, whose house was robbed on Sunday night, received a blow on the head from one of the thieves, apparently with a crow-bar, and died of the wound next morning. A few evenings before, a Parsee received a pistol shot while defending his house. And "on Monday night a desperate attack was made on Mr. Baber's house; but owing to the vigorous resistance which that gentleman made in person, at the head of his servants, the assailants were driven off." This is an instance of daring which is not very common, and shows that the removal of the 6th Regiment has not rid the island of desperate characters.

SERVANTS' WAGES.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR,—You will confer an obligation on the society at this place, by giving publicity through the medium of your journal to the proceedings of a meeting held here on the 10th. August, in order to consider measures for reducing the rates of servants wages.—The good example set at Poonah has not been without effect; it is only to be hoped that it may be followed throughout the whole of the Civil and Military stations on this side of India.

To render the measures efficient, uniformity of system is almost indispensable, in order to leave to servants no such excuse as that they could gain higher wages by quitting any particular station for another. We have therefore adopted, with hardly an exception, the rates established at Poonah, and wherein any difference may occur, have inserted the reasons for the deviation.

In all stations where the reductions are carried, information should be posted in the bazar, of those that have already been achieved in other places, so as to cut off all hope of retreat from the enemy. This plan, and rendering the proceedings of the different meetings as widely known as possible through the channel of the public papers, will at once shew the enemy their own weakness and the numbers of the friends of reform.

As it is needless to occupy your columns with a long list of names it will be sufficient to mention that the following resolutions were carried unanimously, and signed by every Gentleman in the station, with not a single exception.

F. H. B.

Sattarah, August 14th, 1833.

RESOLUTIONS

1st,—That the measures taken at Poonah for the reduction of servants wages be adopted at Sattarah, with such modifications as in any particular case may seem essential, but that as a general principle the rates established at Poonah, be as nearly as possible adhered to.

2d.—That, instead of a written character being never under any circumstances given, the rule shall be, that it shall not be granted unless the servant has lived with his master for the space of 2 (two) years, or has been compelled to quit the service from illness or some very peculiar circumstance; and that in this case a minute description of the bearer's person be inserted in the body of the character to prevent any improper use being made of it.

3d,—That the following rates be adopted for the future, at this station and that all servants who shall henceforth be engaged, shall receive pay according to the following scale :—

Head Servants.....Rs.	12 *a*
Second Do.....	8
Mussaul.....	6
1st. Cook	12
2d. Class Do.....	7 *b*

NOTES.

a. As in the Poonah rates this refers to the ordinary sum of head servants from the bazar, and not to those of very large establishments, who are liable to considerable responsibility.

b. The Cook for instance of an officer who dines almost every day at the mess, and who therefore has only to cook breakfast or an occasional tiffin.

Cook's Mate.....	4
1st. Class Tailor.....	12 *c*
2d. Do.....	10 *d*
3d. Do.....	8
Ghorawalla.....	6
Malee.....	5
Dhobee.....	4 *e*
Hammaul.....	6
Coachman	10
Puckaulie	10 *f*
Bhees'ee.....	7 *f*

c. Fit for making Ladies dresses.

d. Able to cut out and make Gentlemen's clothes.

e. Receives 6 if he is strictly a private servant and attends his Master on all marches, hunting excursions, &c.

f. For their entire service. Any one requiring only a limited supply of water, contracts according to the quantity.

4. That these resolutions be circulated for the signature of any who approve of the measures, but were prevented from attending the meeting. And that the whole of the proceedings be forwarded to Bombay, for insertion in the public newspapers, in order to give them as much publicity as possible.

A STORM IN THE DECCAN.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR,— I make no apology for requesting the insertion in your paper of the following accoumt of an awful storm at the Hill Fort of Singhur.

For several days past, the clouds had gathered around the stately monarch of our hills, threatening to pour their contents on its devoted head, and on the morning of the 10th, inst. the lightning darted so frightfully as to leave no hope of security against the impending ruin. At mid-day we were struck with terror at the announcement of the total destruction of the Fort by the conspiring elements. We all doubted our very existence at the staggering intelligence that we could no more view the cherished spot in its pristine loveliness and beauty. Upon examination we found the N. W. angle entirely demolished, presenting a comfortable ingress to tigers, bears, and monkeys, with which, it is well known the immediate neighbourhood abounds. Another remarkable feature in this unforeseen disaster is, the strong chalybeate taste the water in the tanks has assumed, and which in the absence of any chemical process may be deemed extremely dangerous to partake of. In addition to this, the inhabitants have been alarmed at a multitude of venomous snakes daily seen amidst the ruins of the Fort.

But the most lamentable part of the tale, remains to be told. We can no longer flee to this rock of refuge to inhale the purer atmosphere of that sublime region, which to the wives and children of many of the sojourners in this furnaced land was life itself, and who by poverty in these "piping times of peace," are debarred from seeking the preservation of health in more distant places which have been spared the infliction of this dreadful storm.

We may yet however hope to rely on the considerate interposition of those in power to restore this renowned Fort to a state which would again enable the inhabitants of the Deccan to resort thither in search of the most valuable blessing in life, and trusting that we may not experience a disappointment,

I remain your most obodient servant,
LYDIA MEANWELL,

Poonah, August 16th, 1833.

STEAM FUND.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR,—I perceive the Steam Fund subscription at all the Presidencies now amounts to 1,30,000 Rupees, a sum equal to meet all the expenses of navigating a steamer between Bombay and the Red Sea. That being the case the obstacle against the continuation of the voyages of the Hugh Lindsay will be removed if we can obtain the use of that vessel from government. A practical proof will also be afforded of the feasibility of the project which the Honorable the Court of Directors have declined to support. This line of proceeding will fulfil the object of the subscribers; it will give confidence to any individuals in England who may eventually be called on to aid in the establishment of an Indian steam navigation Company; it will also evince the importance the Indian community as well as the local governments attach to the object of promoting a speedy communication with England; and it will shew that the expence which the present Home authorities were unwilling to incur, has been voluntarily undertaken by private individuals in this country.

The sum which has now been subscribed, together with the support of government, by placing the Hugh Lindsay at the disposal of the Bombay committee, and by fixing a moderate rate of postage (say 3 rupees per single letter including transit from one General Post Office to another) will enable us to re-open at once the route which is now closed, and plenty of time remains between this period and the first week in January to ensure the departure of the Lindsay and to prepare the authorities both in England and the Mediterranean for the event.

If on the other hand the Bombay committee consider the fund raised in India be sufficient to warrant its being applied to the purchase of a Steamer in England, and a delay of eighteen months is to take place before it can be fit for plying it may be assumed that all idea of the Government in England putting Steam Navigation in India on a proper footing must be deemed hopeless; and that the Bombay committee consider the 1 30,000 rupees already subscribed, as the basis of a joint

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stock to be applied to Steam Navigation between India and England.

There are therefore two courses for us to pursue in this country, either to make efforts on the spot, to set a Steamer going at once, or to defer that object till an Indian chartered Steam company with its property and rights guarranteed by the legislature can be formed. An object which in the present state of affairs is unlikely to be attained either speedily or satisfactorily to the parties who have contributed in this country for the sole purpose of re-opening a mode of intercourse with Europe that has been hastily abandoned.

To ascertain the sense of the subscribers it seems extremely desirable that meetings should be held at the three Presidencies in order that people may comprehend what is the nature of the institution to which they have been contributing their money.

A SUBSCRIBER.

1*st August*, 1833.

DEESA.

TO THE EDITOR OF THE BOMBAY COURIER.

SIR.—The leading remarks in your paper of the 6th. instant, may be correct as applied to Kattywar, but not so in this vicinity, where, having had no rain, there are no crops to destroy. We have no rain, no Crops, no Grass, nothing in fact, but dust. Famine and misery staring us in the face, misfortunes enough in all reason, and to add to them, nasty reports of reliefs and movements to the southward, but how they are to be accomplished I cannot imagine, as the cattle in the surrounding country are already in miserable condition from starvation, unfit either for draft or carriage, and to the southward there is no forage,—how are we to get on? pleasant prospect no doubt. By the bye, in talking of moving, can any of your wiseacres account for the commendable silence observed on this establishment in regard to reliefs. At the other Presidencies, the powers that be, with a due feeling for the comfort and interest of those concerned, make known with all possible despatch and publicity the reliefs of the season, whereby all parties are enabled to make arrangements for the move without any injury to the public service. In days of old such was the case with us.

Your concluding remarks on Purdasees I read with much regret, considering them unjust in the highest degree. Grain has risen in price at this station much nearer 80 than 5 per cent. The corps here are almost entirely composed of Purdasees, and I should like to see better beheaved men. The same remark applies to the greatest portion of this army; they are nearly all Purdasees. Grain has no doubt risen in price every where and in some places much more than in Bombay, yet you hear nothing of the lawless habits of the Purdasees having occasioned any mischief excepting in one regiment, and rely upon it that there is some other way of accounting for such conduct, in the one in question.

Lawless habits forsooth!—Don't believe a word of it my dear Editor. I have known them the greatest part of my life intimately, and know them to be as a body, well beheaved, obedient men, and generally of excellent character. There are exceptions of course, but you pitch it into them all without mercy. Adieu.

Your's obediently,
GRUMBLE.

Deesa, 14th August, 1833.

CAPTAIN WILSON'S PAMPHLET.

SUPPLEMENTARRY OBSERVATIONS.

In the foregoing—steam communication with the Red Sea, during the N. E. mons on only, has been spoken of; it having been assumed, that no one possessing a competent knowledge of the weather, and localities; would for a moment have entertained the notion, of *a regular communication with Suez, during the S. W. monsoon:* such a project, having however, been started by Mr. Waghorn; it becomes necessary, to state the case clearly, for the information of that part of the public, who, not being nautical men; or knowing the ground we have to go over; might be misled by the boldness of assertions, which can only be considered, as having their origin in an absence of the local experience, and information; indispensably necessary to form a just view of the subject.

The South West monsoon, as before stated, sets in earlier, the near the Red Sea, than on the Malabar coast; and from the beginning of June, near the former; or the middle of the same month, on the latter; till September, on either; the constant continuance of Westerly winds, with high sea, for the whole distance between Bombay and Cape Guardafui; were considered, and will be found an effectual bar to a regular steam communication during that period; not to mention the *constant* strong Northerly winds, blowing between Suez and Judda at that season The coast of Arabia, from Cape Isolette, to the Westward of Maculla, is a lee shore, and cannot be approached during the S. W. monsoon. In making a Southern passage to the Red Sea; after rounding Guardafui, vessels usually work close along the Abyssinian coast as far as Burnt Island, and then stand over and make the Arab shore, about Cape Aden: even at Maculla, previous to the setting in of the monsoon, the boats are removed to a sort of basin; in, amongst the high land of Ras Broom, about 12 miles from Maculla; the entrance to which, is between a narrow passage or chasm in the mountain, not a ship's length broad, between perpendicular rocks; this entrance could not be approached in the S. W. monsoon; but inside, the boats are sheltered from all winds From the Arabian coast being a lee shore; as well as that a sweeping current, at the same time, sets up to the N. E. past Guardafui and Socotra; a steamer must steer to the Southward of Guardafui to fetch even Socotra; and to make the former, a still more Southerly course must be shaped: as therefore Socotra, or the Abyssinian coast, just to the Westward of Guardafui; are the first and only land, the steamer could lay hold of; it follows, that to reach the former, she must go 1,136, and the latter, 1,310 miles; nearly dead against wind and sea. The body of water acted on by the South Westerly winds, causes the current already mentioned; which rolling on towards the Arabian shore, there meets a check; producing near Socotra, and for some hundred miles to the Eastward of it, a very heavy sea; and I doubt not there are many old Country Captains; who have made frequent Southern passages to the Red Sea, or Persian Gulph, and can testify, there is often in the height of the monsoon, as heavy a sea off Socotra, as is usually known any where, with the exception of the Cape of Good Hope.

So much, for the passage from Bombay to Socotra; from thence however, there is yet to go, nearly 1,900 miles, to reach Suez; out of which 1,200 must certainly be done against fresh adverse winds, at any time during the above three months; where if accident happens, no convenient port is at hand; and where, in the vicinity of the reefs, in a dark night; "*setting the fore try sail to steady, the vessel within two or three points of her course*" would certainly give the fairest chance of getting among them. From Socotra to the straits of Bab el Mandel, Westerly winds prevail; and from Judda to Suez, strong Northerly winds are constant; it is therefore, only between Mocha and Judda, during the intervals between the North Westers (which at that season, blow down the whole sea, and outside the straits, for many days) that fine weather would be experienced; twice, out of three times, therefore, *the whole* 3,000 *miles*, between Bombay and Suez, must be accomplished, dead against strong winds and a heavy sea; and in almost all cases, 2,200 miles, at least, must be performed under such circumstances. Need I ask experienced boat Engineer, whether vessel, of ... could stand such work with ... facts generally; will it ... of money, and build ... communication during

It has been before stated, that to make Socotra a depôt, a complete establishment must be formed; this would be no trifling expense; while under every argument that could be made; coal could never be quickly shipped: as Tamarida bay, the only anchorage on the island, available at that season is a very different one and the vessel could not safely lay near the shore: the quantity of coal therefore, requisite to carry a large steamer from thence to Suez., could not be taken on board in four days; this also, increasing the loss of time, already sufficient to neutralise all the advantages of steam communication.

The fact, that Europe steamers constantly cross the bay of Biscay, has been advanced, as a reason for inferring the feasibility, of steam communication during the S. W. monsoon; but although the name of the bay of Biscay, is a bugbear to landsmen: setting the old song ringing in their ears; an examination into the facts, will not fail to shew, that there is no analogy between the two. From Brest to Cape Finisterre, across the bay, is only about 379 miles: the gales, of which so much has been said, (for Easterly, N E. and S E. winds, being from the land, give less inconvenience) are mostly from the Westward, varying, more or less, to the Northward or Southward; these blowing into the bay, accompanied generally by an Easterly current; cause a recoil producing the heavy sea, sometimes experienced: from the direction of the wind however, as before stated, a steamer crossing from Falmouth to Cape Finisterre, or the contrary, will often have the wind at least, four points on the bow; and as it may be more or less to the Northward or Southward in coming or going; she may sometimes have it abeam, or, even quarterly; there is therefore, no very great difficulty in slipping over a distance of 379 miles, under such circumstances, generally; even though the weather be, at times, very bad: but the fact is that frequently for weeks together, the bay may be crossed with fine, or at most moderate weather; and nothing but a long undulating swell giving little or no inconvenience. After rounding Cape Finisterre, the whole voyage, is mere along shore work, if you choose to make it so; the distance altogether, from Falmouth to Gibraltar, is about 1,020 miles, with many ports intervening to put into, if requisite: from Gibraltar to Malta, is about 1,030 miles also along shore, with a civilized port (now that the French have Algiers) about half way, to put into, if necessary. Let any person who knows what the S W monsoon is, *in its usual strength*, compare the above, with dragging a vessel 1,136 miles against it, to Socotra; and after that, nearly 1,900 more to Suez: it may be right to observe, that between Socotra and the Bombay bank; from the time the monsoon fairly sets in, till its close, in regular monsoons; the wind never subsides to less than a fresh breeze and there is constantly a heavy swell: the lulls occasionally experienced *near the Malabar coast*, do not extend 200 miles from the shore; beyond which the breeze is steady: and I have crossed from the Red Sea and Persian Gulph, as late as the 17th of September, and had a fresh monsoon the whole way.

The fact therefore, of steamers constantly crossing the bay of Biscay, is of itself, nothing; unless it can be shewn, that in doing so, they are subjected to, not merely *at times*, very bad weather; but altogether, as great, and *long continued*, heavy straining, and wear and tear; as vessels must *always* undergo, in steaming during the S. W. monsoon, from Bombay to Suez. One instance is mentioned by Mr. Waghorn; of the Firefly, in the winter of this year, being sixteen days, going from Falmouth to Gibraltar; with (as it is stated) a gale from beginning to end—at which time H. M. ship Revenge, carried away her main yard; and H. M. ship Rover, (quite new) put back from stress of weather—"yet this fine steamer kept the sea (the bay of Biscay) and when she arrived at Gibraltar, had not a nut or screw out of order, and was ready for sea in 24 hours, having taken 250 tons of coal on board."—This statement may seem very imposing, to landsmen; but to a seamen, and particularly a *steam* seaman; it is vague, and requires several points, to have been detailed, to have made it in any way conclusive, in favour of the position Mr. Waghorn wishes to establish: two points were indispensable, it should have been shewn that the wind was nearly dead against the vessel, and that she pulled against it the whole way without laying by. This sixteen days' gale, may *possibly* have been one of the Westerly gales; in which, what with the lee current; and heave of the sea, into the bay; a sailing vessel might be in danger of getting embayed; and that would at once account for the Rover putting back. As to the Revenge carrying away a main yard; any seaman knows, that might happen, with a little inattention, in wearing a ship in a heavy breeze—or even in moderate weather, in staying: nothing is easier, than to spring a main yard, with a little bad management. As however, we are not told how the wind was, we must take it in various ways; and shew, that in any case, it does not tend to prove that steamers can go to Suez regularly with advantage in the S. W. monsoon: we will first suppose it was a Westerly gale, in which a sailing vessel could not weather Cape Finisterre; in this case a steamer, would have the wind good four points on the bow and might lay to occasionally pulling a little to the Westward, to prevent getting into the bay; till the weather moderated; when she would soon pull round Cape Finisterre, and then have the wind two points more on the bow; making it just as a sailing vessel would be, close hauled; she might then get on pretty well. A southerly or S. E. gale does not often blow from *Gibraltar to Falmouth* for sixteen days together, and if it did, with a S. E. wind, there would be no great difficulty in getting there; for when round Finisterre, neither wind or sea would be of much consequence, when keeping in shore. The fact therefore, taking it, as it is stated; for it is put forth as an *extraordinary* case; only goes to prove, if any thing: that going to Suez 3,000 miles *against* heavy weather, for a constancy, would never do; were it only, for the time alone it would require.

Again, we are told, "H. M. steam vessel Firebrand *generally* went from Malta to Falmouth in summer, once in thirteen, and again in fourteen days, this distance 1,200 miles, out of which deduct 48 hours at Gibraltar, and four hours at Cadiz, without stoppages, gives 240 miles a day." This then, only shews, how very favorable the weather frequently is; as 240 miles a day is more than an *average* of 8½ knots an hour; which could only be done in very fine weather; but it goes nothing, to prove the feasibility, of steaming to Suez 3,000 miles *against heavy weather*.

Steamers, it is true also, may run constantly from Holyhead to Dublin, (little more than 20 leagues) and between ports on the English, and Scotch coasts, and Northern ports; but in all these, the distance is comparatively so short; and however bad the weather may be *occasionally*; a vessel is exposed to it for so short a time with the option of always bearing up for shelter; or sea room to lay to: and it must be observed, that if it does blow hard sometimes, it is as often a *fair* wind, as a foul one: as to the Baltic, or North sea; we know well enough, that the frost prevents much being done in either, with steamers, in the *winter*. A word more therefore, is unnecessary, to shew all this, bears no analogy to steaming across the open sea to Socotra 1,136 miles against the S. W. monsoon, and then 1,900 more, to Suez, against hard North-westers.

We are also told that, "the Enterprize was constantly navigated between Rangoon and Calcutta, in the S. W. monsoon of 1826." "From Rangoon round Cape Negrais, to the pilot station off Point Palmiras, is about 640 miles; out of this distance she had only to go from Rangoon to Cape Negrais, (about 160 miles) *against* the wind; the remaining 480 miles from Negrais to Palmiras, is almost in all cases, a leading wind coming and going; and in no case would she have had the wind more a head, than about five points, on the bow; as it is only on first leaving Negrais that the wind is more scant; in drawing over towards Palmiras, it comes round to the Southward. Need I ask therefore, if performing a voyage of 640 miles; 480 of which are with a *leading* wind, goes any thing to prove the feasibility of steaming 3,000 miles *against* the wind to Suez? With respect to what the weather is, *generally*, in the bay of Bengal, the following facts may shew:—that there are occasionally gales, every body knows: but so there are elsewhere;—but that has nothing to do with the question under consideration. In the height of the S. W. monsoon (during the war in Ava) Captain Crawford, now officiating Superintendent I. N. *worked down*, from Chittagong to Cheduba; with four pilot schooners, *loaded with troops and stores*. I happen, also to have had some experience of the S. W. monsoon in the bay of Bengal; having started from the Sand-heads in the beginning of July, for the Java station, in one of our old 14 gun cruizers; we passed well to windward of Cape Negrais, having carried all the way, double reefed top sails and courses, without starting tack or sheet. Again, I have worked down the bay, on our way to Bombay, having left the Sand-heads, about the 10th of June; and, I can say, the monsoon there, is not, near so strong, as it usually is, between Bombay and the Red Sea. I have shewn, that running between Rangoon, and Calcutta, is no very difficult matter, compared to steaming to the Red Sea; but even the *frequent* performance of that service, was not done with impunity by the Enterprize, "competent"* as she is stated to be. I was a member of the committee, who examined her, when she came to Bombay in 1830, and the state of the engines and vessel's hull, clearly shewed, how much she had suffered: some of her beams, were raised from the shelf piece, so that a finger might be trust in between them, if therefore this "*competent steamer*" suffered so much in running between Rangoon and Calcutta, generally with a leading wind; it goes materially to prove that steaming 3,000 miles to Suez, against heavy weather, would be too hard work for a vessel to stand long. It may be said she performed other services: so no doubt she did, but it is to be presumed this is mentioned as being the heaviest work she did—and it gives further proof of the effects of heavy work on any vessel; while Mr. Waghorn would seem to contend, that steamers are exceptions to all other works of mortal hands, and that nothing will injure them.

Steam, it is also said—"*has crossed*, the immense Atlantic Ocean, *without a stoppage*, by the Americans"—and, "Steam runs to the Island of Curacoa, *occasionally*, without a stoppage by the Dutch, both these trips are more than a thousand miles longer than the trip from the continent of India to Mocha." It may be true, that steam has crossed the Atlantic. but with respect to, *without a stoppage*, it is possible there may be an error; if by that, it is meant without stopping the engines: but however that may be, taking it either way, (for there is plenty of sea room to stop) it only shews that it must have been done by availing themselves of the most favorable season; notwithstanding which, however, it is clear, the result has not induced the prudent, though enterprizing Americans, to *set up a regular establishment for that purpose.*

Steam running *occasionally*, to Curacoa; only shews, that it may be done by taking favorable opportunities; for it is well anown, that West Indiamen frequently run down, with their yawls towing astern; but that would not do, between Bombay and Socotra. in the S W. monsoon. Neither of the above facts, therefore, go in the least to prove the feasibility of steaming to Suez during the S. W. monsoon; but rather the contrary: indeed the fact of the Enterprize coming round the Cape, was about as much to the purpose

We are lastly told, as the climax; that "steamers in England, stand the hardest gales that blow" I fully admit that a steamer may "stand," or weather out, the hardest gales that blow; but it must be by laying to, if the wind is dead against them where there is sea room to admit of it; if the gale is fair, why of course there is an end of the difficulty: I also know from experience, that a steamer may *make way*, against very heavy weather, for four or five days without detriment; but they ought then to be eased in some way; by laying to, if there is room to do it; or taking shelter if available, or injury may follow: but fully admitting their capability to stand heavy weather, I deny the feasibility of steaming to Suez, for a *constancy, with advantage*. Every seaman knows, that a heavy gale may be experienced by a ship; for, say a week; and no appearance of injury, shew itself; but let the same weather, continue for a month; and its effects will then begin to shew themselves. in carrying away standing rigging, perhaps masts; and the opening and working of the hull—then, let this same sort of thing, be frequently undergone: would not the vessel be very soon done up? this must be obvious to any one; and would it be any disproof of it, to say that, *ships stand the hardest gales that blow?* what is here said of a sailing vessel; is in strict analogy to the argument; that the fact of steamers *occasionally* standing heavy weather in Europe, is no proof of the feasibility of a regular communication with Suez in the S. W. monsoon with advantage; where heavy weather must be experienced nearly all the way, in most cases.

Sufficient, I trust, has now been said, to shew, that all that is done by steamers in Europe, does not warrant the inference, that steaming to Suez in the S. W. monsoon, can be effected with advantage.

The opinion, that steam communication, during the S. W. monsoon, is *feasible*, between Bombay and Suez, has, as far as a personal knowledge of the winds and weather, between those places, *during that season*, is concerned; been formed, by the party advocating it; on a passage made this present year, from Suez to Bombay; between the beginning of April and 11th July as the only time, Mr. Waghorn has ever before, gone over the same ground, was between the months of December, and latter end of March, 1829 | 30—I have by me the Log of the vessel he came in, and it was (like our *present monsoon*) an usually moderate season: from Judda to Mocha, they were fifteen days; but had not heavy weather, *for* 48 *hours together*, throughout the whole time, though it was January; nothing but variable spirts of wind, lasting about 24 or 30 hours; let any one who knows the Red Sea, compare this with the usual weather between Judda and Mocha in that month: *after this* however, on his arrival in Bombay *a strenuous advocate of the Cape route in preference*. How far, one voyage from Suez, to Bombay, at the commencement of *this* year's monsoon would enable a person to judge, what the S. W. monsoon *usually* is, at its commencement, or height; all in Bombay can decide; as it is well known, that both as to the *general* strength of the wind; and weather altogether, it has been unusually mild.

My own opinion, that a regular steam communication, during the S. W. monsoon, between Bombay and Suez; is not practicable, in a way, to make the returns, or advantages, meet, or worth-while, the expense; is founded, (as before stated) on many years experience of the winds and weather in the Red Sea, and between it, and Bombay; in all seasons.

We will now, *suppose*; steaming to Suez, during the S. W. monsoon, *is* practicable; it must be borne in mind, that at this season of the year, we have vessels from England, frequently in about, three months, sometimes in less—the time it must take a steamer to get to Suez against the wind and weather, all the way; would throw back the delivery of packets in England so much, that the difference between sending them round the Cape, and by that route, would be too little, to warrant the expense of the latter; and few letters would consequently be sent. In the next place, is it to be supposed, that passengers *from* India, would undergo all the annoyances of going to Suez at that season? when besides bad weather all the voyage nearly; the heat of the desert is too great, to admit of those so inclined, loitering among the ruins of antiquity in upper Egypt; and must be of serious inconvenience to all, passing, over even the desert of Suez, however quickly—while the rising of the Nile which commences in June, and is at its height in August would subject them to almost all its *ancient plagues* in lower Egypt. The same causes too, would operate to prevent passengers coming from Europe, at that season. With scarcely any passengers then, and but few letters; how would the expense of a *large* vessel running, be defrayed? had she not better be laying quietly in Bombay harbour, than tearing herself to pieces for nothing, under such circumstances. It must be remembered, that even if a steamer, sailed back, *the whole way* to Bombay, from Suez,—she would still, from the time it would take, to get there against the wind; have consumed very nearly as much coal, as would suffice, to go there and back, in the N. E. monsoon; there would therefore be nearly the same expense in coal; with that of additional furniture for sailing back; and the great wear and tear, of going against the monsoon to Suez, to boot.

In a word, it is not contended, that the weather is so very bad in the S. W. monsoon; that a steamer cannot go to Suez against it: but, that having to go so great a distance, against strong breezes and a heavy sea; would make the performance of the voyage as a regular thing; productive of effects on vessels and engines; rendering constant repairs necessary; the vessels quickly wearing out; and a frequent renewal indispensable; thus entailing great additional expense; and for what? to make them run for three months in the year; during which in all probability, the returns would be below the current expenses.

If large steamers are not likely to pay during the S. W. monsoon; it will be right, to look well into the probability, of their doing so, in the N. E. monsoon. It is assumed,† that passengers by hundreds, and hundred and fifties, will be constantly passing, by that route; let us see what probability there is of such a thing; at least, for years to come. We find that the number of passengers, including children; that leave Bombay for Europe in a year; is about 280; of these, about 140, are children, with their mothers; who, going without their husbands, would not therefore, go over-land: leaving 140—of which number, it is fair to conclude, not more than half, would go by the steamer; thus, 70 would be about the number going from Bombay to Europe in a year, about the same number would also come from thence by that route; after deducting for Spinsters, and Ladies without their husbands; who, it is not likely would come over-land; thus, 140 to and from *Bombay*, in a year, are all that can be expected. The distance of the other presidencies, and upper provinces, would materially reduce the number of passengers that would offer from those places; Ladies unaccompanied by their husbands, and with children; would certainly not traverse the country to embark from Bombay; and I think that not more than 100 a year from the other parts of India, could be calculated on; making with the Bombay passengers, 240 altogether, to and from India, in the year—Where then, are the hundreds, and hundred and fifties, for each double trip; that are to make the large vessels so *profitable?* It is also said * that large steamers are to carry cargo from *Mocha to Suez*. Those who *know* any thing of the Arabs, are aware, how much they understand, the value of *punctuality* in their proceedings; and to wait for cargo, would in most cases, spoil all the regularity and dispatch; for which, we go to the expense of steam communication; and after all, if this was not the case; what *cargo*, would Mahomed Alli, permit to pass through his country, without levying such duties; as, with its high freight, would effectually do away with any advantage, that might otherwise be derived from its going that way—for he monopolizes the trade, as far as he can, himself.

The reason why large steamers, are now, more generally used in the Mediterranean, than they were; is, that the number of passengers, passing and repassing; very many of whom are wealthy, and travelling only for pleasure, carry large quantities of baggage, carriages, &c. rendering large vessels absolutely requisite for their accommodation; the running expenses, of which are *comparatively* nothing; getting their coal, as they do, for a mere song, at first hand; their profits must be great: but it will be far different with large steamers in the Red Sea; from the great expense of coal alone, however procured; whne the returns it is clear, must be proportionably, very limitted.

The statement is erroneous, "that small steamers (270 tons) will not stand bad weather and that their machinery is more liable to break," for if the machinery of the vessel is smaller, it bears proportionably, less strain. A steamer of about 270 or 300 tons, at most; will, *for the time for which she carries coal*, stand any bad weather, as well, or better, than the largest steamers, built; for when the weather becomes so *very bad*, they would lay to; also must the large steamer; the Dublin packets, are still about 270 tons, and they go through a great deal of rough weather. The argument, "that small steamers wont stand bad weather," comes rather singularly from Mr. Waghorn, who in his project of steaming round the *Cape*, proposed a vessel of about 280 tons.

In our S. W. monsoon, the constant continuance of strong winds, in one direction, for months over so great a distance; destroys all analogy, between steaming to Suez during it, and any thing that is regularly done in Europe. The great expense of coal alone in this country, however supplied, creates a difference between running a steamer here and in Europe; that must oblige us to proceed on a totally different principle, for these reasons therefore in laying down a plan for the Red Sea navigation; as steaming in Europe, *is in no way anologous to it*, if we follow the plan on which they proceed there, we shall surely do wrong. We must look only, to what can be done here advantageously, under all peculiarities.

It should never be forgotten, that our *present object*, is not merely to open a communication; but to *prove* that steamers will pay themselves in the Red Sea. Surely then if we do not run in the S. W. monsoon, the small vessel is preferable to the large one: the cost and expense of *vessels*, we can *certainly* ascertain; we know that a large vessel must cost half as much again as a small one; and that from the consumption of coal, her running expenses must be much greater: but the *returns we may realise*, are problematical; mere matter of opinion, they cannot be known, till actually tried: and when, having gone to too great an outlay, will be irremediable.

Let us therefore have steamers of not more than 300 tons running during the N. E. monsoon, first; and if there is still so strong a belief of the practicability of the communication during the S. W. monsoon, with advantage; that people will furnish the funds necessary; then, build a vessel large enough to carry sufficient coal, and give it a fair tria in ordinary weather; not chosing the most favorable opportunity; as that, would only form an exception; but to judge of what can be done, for a constancy, the weather should be taken as it *is ordinarily*; experiment so conducted, being the best mode of ascertaining the expediency of forming a great establishment, which might otherwise, when too late, be found useless.

There are those, who are desirous of making some portion the coast to the Southward of Bombay, the starting point of steamers, for the Red Sea. It is to be presumed, the steam communication should be arranged, as far as possible, for the benefit of *all* India; and not, for the convenience of the Presidencies merely: I would ask, if Cananore, Cochin, or any other Southern port, was fixed on; how are passengers to proceed, to or from, the Northern provinces, and how are letters to be transmitted to those places, so quickly as they might be from Bombay? such an arrangement might benefit Madras, and that presidency only; Calcutta it certainly would not; as, if the dawks were improved as they might be; letters would as quickly reach Calcutta by dawk from Bombay, as they could by going from Cananore to Madras, and thence to Calcutta, by a steamer, in the N. E. monsoon; for October, November, and part of December are frequently, unpleasant months in the bay of Bengal: lastly, during S. W. monsoon, steamers could not lay at Cananore.

The fact is, Bombay is the most central point for the transmission of letters to *all parts* of India; and though its position may be therefore enviable; that it is the proper starting point, is incontrovertible. There are other reasons, if need were, why any Southern port would be objectionable; at Bombay there is an excellent harbour, with docks, and every convenience requisite, for repairing vessels: Cananore possesses none of these; at Cochin, vessels might be repaired, but the means available at the Bombay Mint for the repair of engines, would be wholly wanting.

Any attempt, to establish steamers from Calcutta to the Red Sea, will not be found to answer: not only from the great distance of the whole voyage, but the length, some of the stages, must necessarily be; the vessels, and engines too would soon out, and cause enormous expense, while letters would be longer reaching Calcutta, than if received at Bombay and forwarded by dawk.

With reference to the question of building the steamer in India, or England, and the objection to the weight of teak, it may be easily obviated by having the frame only of teak, and the planking &c. of fir; it will be found the freight of fir plank, engines &c. will not be so great as the expense that would be incurred in bringing the vessel from England by contract or otherwise; thus the possibility of great delay. to say the least, will be prevented; and we secure the advantage of commencing with a *sound* new vessel.

As to fixing, and fitting the engines, there need not be the least fear of its being done equally well here, as in England, particularly if the engines are furnished by Bolton and Watt.

In noticing Captain Chesney's project of steaming up the Euphrates; it was stated; "he had only passed on the river from Anna to Hillah"—the writer had not then seen any account, of his *second* journey; in which however, nothing appears, calculated to alter the opinion already expressed; as should even, the kind of vessel proposed by Captain Chesney, be found to answer, which the writer believes would not be the case; still, when the river is at a *certain* height; neither the Lemlun marshes, the intricate passages between rocks, or the openings in the many Bunds across the river, would admit of steaming in a dark night: and consequently so much time would be lost as to render the Red Sea route the most regular, and expeditious.

It has been observed to the writer that there is an apparent inconsistency; in speaking, in the prefatory observations, of a vessel, making *three* trips in a season; and afterwards, in the plan for a regular establishment of packets; that the steamers are to make *two* trips each, only, in a season. In a regular packet establishment, for the Red Sea; the vessels *should* in the writer's opinion, make but *two* trips each in a season, by which they will last longer, and cause less expense; but if a subscription steamer is set going she would most probably be required to make *three* trips; as, if she only lasts long enough, to prove that steamers to Suez, can pay their expenses, she will accomplish the main object for which she is built.

It has been truly said, "that the road to in... lays over a succession of gulphs in each of w... this must be sacrified before the desired o... attained" and so it is with our progress... nication; our Curtii, though not ... things in their way: the li... Hugh Lindsay the next: a... must follow.

* See Mr. Waghorn's address, page 12.

† By Mr. Waghorn,

* By Mr. Waghorn,

SUBSCRIPTIONS FOR THE BOMBAY STEAM FUND.
Received since our last.

On the 23 Aug., from 130 subscribers Rs. 23,078
Invested ..... " 20,000

Cash balance. " 3,078

Amount previously published ..... Rs. 63,406

BOMBAY.

Major A. S. M. Mountain	50
Col. Strover, Artillery	100
His Highness the Rajah of Sattara	1,000
Lieut. Davidson	25
Capt. Fendall	25

HISSAR.

H. Fraser, Senr. C. S.	200
M. R. Gubbins, C. S.	100

HANSI.

W. E. Carte, Asst. Surgeon	20
R. Fernie, Major 27 Regt. Bengal Infy	50
J. Skinner, Lieut. Colonel	25
W. Martindell, Lieut. Local Horse	10

ROHTUCK.

Alexr. Fraser, C. S.	100

GOORGONG.

Charles Gubbins, C. S.	100

DELHI.

Ross Bell, C. S.	100

KURNAUL.

John Colvin, Major Egrs.	100
M. Ramsay, Captain 24th. N. Regt.	30
Lieut. Durant, Engineers	30
Ditto. Baker, Engineers	30

BEAWR.

Major Hall	100

VESSELS EXPECTED TO SAIL.

Vessels' Names.	Date of intended Departure.	To what port.	Touching where.
Charles Kerr	1st Sept	London	Cape.
Surrey	Ditto	Ditto	St. Helena.
London	Middle	Ditto	Ditto.
Lady Feversham	Sept 10 or 15	Ditto	Cape.
Spence	Uncertain	Pott Glasgow	
John Taylor	Ditto	Liverpool	
Kent	Ditto	Uncertain	

HIGH WATER TABLE,—24th AUGUST, 1833.

	MORN.		AFT.	
Saturday	7	27	7	55
Sunday	8	5	8	42
Monday		13	9	32
Tuesday		1	10	19
Wednesday	10	39	11	06
Thursday	11	27	11	54
Friday	0	12	0	36

EXCHANGE.

	Buy.	Sell.
Six per cent. Remittable Loan	142	143
First Five per cent. Loan.		
No. 1 a 320, 1st Class,	109⅛	0
321 a 1040, 2nd Class,	109	109⅛
1041 a 1440, 3rd Class,	108⅛	109
Second Five per cent. Loan	108	110
Third Five per cent. Loan	111	111
Bills on Calcutta 30 days sight	107	108
Bills on Madras 30 days sight	101	102
Bills on London 6 months sight	1s 10d	1s 9d
Spanish Dollars per 100	222	
Sovereigns each	11	12

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

Lieut. Charles Rooke, 22d Regt. N. I. from Ahmedabad.

Lieut. and Adjutant W. Wenn, Marine Battn. from Poonah.

Capt. J. Patterson, Nizam's Service, from the Deccan.

Capt. J. Jameson, 18th Regt. N. I. from Malligaum.

Cadet G. B. Mumber, Engineers, from England.

Lieut. T. C. Dickson, 15th Regt. from Do.

Asst. Surgeon H. Felix, Medical Establishment, from Do.

Asst. Surgeon J. Waller, Artillery, from Bhewndy.

DEPARTURES,

Lieut. Geo. Fulljames, 25th N. I. to Cambay.

DOMESTIC OCCURRENCES.

MARRIAGE.

At St. Thomas's Church, on the 15th Instant, by the Rev. Henry Davies, Mr. John Hemson, Deputy Assist. Commisary of Ordnance, to Mrs. Susannah Byrne.

BIRTHS.

At Surat, on the morning of the 10th inst., the wife of Mr. M. Kelly, of a daughter.

At the Residency Hyderabad, on the 8th inst., the lady of Lieut. D. A. Malcolm, Assistant Resident, of a daughter.

At Byculla, on the 20th June last, Mrs. Newell of a son.

On Friday 23d instant, the lady of Major Manson, C. B. Regiment of Artillery, of a daughter.

At Ahmedabad, on the 2d instant, the lady of the Rev. R. Y. Keays, Chaplain, of a son.

DEATHS.

At Surat, on the 17th Instant, the wife of Mr. Scott, in her 39th year.

At Byculla, on the 15th inst. after a short and severe illness, Mr. Conductor J. Price, of the Ordnance Department, aged 32 years.

SHIPPING REPORT.

ARRIVALS.

Aug. 16.—Ship John Taylor, John Crawford, Master, from Liverpool 4th May.

—17. Ship Kent of Glasgow, J. B. Coulro, Master, from Liverpool 20th April.

— Arab Ship Nasser, Amber Been Salem Banama, Nacquedah, from Mocha 1st August.

Passengers—58 Natives.

—18th. Arab Ship, Tauze, R. Richards, Master, returned from Sea.

Passengers.—16 Natives.

—21st. Ship Intrepid, T. Robinson, Master, from Rio de Janeiro, 30th June,

Passengers—Luis-Dumnohel, Frenchman, and Rorio Rorac, Woman.

— Barque New Grove, Robert Brown, Master, from London, 10th March, and Scilly 17th April.

Passengers.—Miss Thatcher, one female European servant, Lieut. Dickson, 15th Regt., Lieut Mumber, Engrs. Henry Felix, Assist. Surgeon, and one Native servant.

DEPARTURES.

—18. Ship Asia Felix, J. L. Wood, Master, to Calcutta.

Passengers.—The Right Rev. Father in God, Cutchatoor, Armenian Archbishop, his Deacon, and 2 servants.

— Ship Futhel Currim, Moossa, Nacquedah, to Calcutta.

— H. C. Ship Lowther Castle, Captain H. Harris, to China.

Passengers.—Mrs Harris, wife of Captain Harris, Sarah Hall, servant to do. G. Stanford, Steward H. C. Ship Duke of Sussex, A. Phillips unit seaman, William Light, and Sandes, Malays, and 4 Chinese.

— Ship Futhel Rymon, Goolam Hoosan, Nacoda, to the Malay Coast.

— 19th. Arab Ship Tauze, R. Richards, master, to Calcutta.

Passengers.—16 Natives.

LIST OF SHIPPING IN THE HARBOUR.

HON'BLE COMPANY'S STEAMER.—Hugh Lindsay.

HON'BLE COMPANY'S BRIG.—Palinurus.

HON'BLE COMPANY'S SCHOONER.—Shannon.

FREE TRADERS.—Charles Kerr, Lady Feversham, Spence, Surrey, General Hewitt, John Taylor, Kent, New Grove, and London.

SHIPS.—Futtay Eslam, Maria, Discovery, [illegible]reagh, Cyrene, Hamoody, Ann Sumda[illegible]—Cassoliel, and Amelia.

THE COURIER.

SATURDAY 24 AUGUST, 1833.

The alterations in the Police having been finally arranged by government, are to go in to operation on the 1st. of next month, and we believe, generally speaking, are much the same as we stated them to be some weeks since. They are, however, merely experimental, and their final adoption, it is said, will depend in a great measure upon the success that attends them.

We have received by the last arrivals from England a new publication by Sir John Malcolm entitled "The Government of India" in one rather large volume octavo. The object of the work is to give an account of the author's administration of the government of this presidency, together with his views on the general government of India, both here and at home; and much of the information it contains, therefore, is far from being new to most of our readers. It is still, however, by no means devoid of interest, and taken merely as a compilation (which it is almost entirely in some parts) of a large number of parliamentary papers and public records connected with this country, is of considerable value. The author commences with a history of the government of Bombay from the 1st. of Nov. 1827 to the 1st. Dec. 1830, and gives an account of the disputes between the Guicowar and the Bombay government. This part of the work is composed principally of the letters written by Sir John to the Resident at Baroda, and has lost much, if not all, even of its local importance, by the events that have since taken place. Sir John then proceeds to give an account of the present condition of Kattywar, and the efforts made under his directions for improving the state of that province, and putting an end to the practice of infanticide, which it appears still prevails there to a considerable extent notwithstanding the exertions of the British authorities to put a stop to it. He next enters into a description of our politicarl relations with Cutch, and dwells strongly upon the advantages of maintaining our alliance with that petty state in opposition to the opinion of the home Government. The next question which comes under consideration is the institution of the privileged classes in the Deccan, and this concludes the political portion of his history. A rapid account is then given of the civil, military, and naval establishments of this presidency, together with the revenue and judicial systems, and the alterations, improvements, and reductions effected in each branch. This is followed by a chapter upon the cultivation of cotton in Guzerat, and the means of improving it, to which Sir John appears to have given some attention since his return to England. The third chapter relates to the general administration of British India, and notices the plans suggested for its improvement; while the fourth is devoted to the constitution of the home government, and the changes which have been proposed in it. This chapter concludes the body of the work, and is followed by an appendix containing a long minute in council by Sir John upon leaving the presidency, in which an account of every public act of his administration is given, including the memorable dispute with the Supreme Court. Next to this minute comes the letter to Mr. Villiers already published with the evidence before the committee of the House of Commons, from which we extracted largely some months since, and the volume concludes with a short but striking account of the rise, progress and character of the native army of India, drawn up at the request of the late Lord Hobart, and published some years since in a review of a work upon the Bengal army by a Capt. Williams. The greater part of the work, in fact, has previously appeared, in one shape or another, and, were not one of the principal objects of the writer to embody an account of his administration, we should be inclined to think it written more as a speculation than for any other object. We have not room for any extracts at present, nor, indeed, are there many parts of the work sufficiently new and tempting for us to make many from it. The last paper, however, upon the native army, is an exception to the rest, and we shall take an early opportunity of giving it entire.

A second edition of Capt. Wilson's valuable pamphlet on steam navigation between Bombay and Suez, has been published within the last few days, with some supplementary observations on the possibility of steaming against the south-west monsoon. As there has been a good deal of discussion on the latter subject, we have extracted these observations in to-day's paper, though we by no means think them conclusive against Mr. Waghorn's assertion regarding the possibility of steaming at all seasons and in all weathers. At the same time, we must allow that many most formidable difficulties have been pointed out by Capt. Wilson, in the way of an intercourse throughout the year is so with Suez, which Mr. Waghorn seems to have been quite unacquainted with, but none as far as we can judge, that are absolutely insurmountable; and we still retain a hope, with the best engines by Bolton and Watt, and steady engineers from the Soho establishment to manage them, that the wear and tear, of which Captain Wilson, apprehensive, will be so much reduced as to render one trip a year against the monsoon by no means destructive to a good stanch steamer. In fact Captain Wilson himself seems to admit the possibility of steaming against any weather for four or five days, and only denies that advantage will attend it when prolonged beyond that time. His arguments, therefore, are rather against the expediency than the possibility of the measure, and as that is a point that can never be satisfactorily settled but by actual experiment, we shall say nothing more regarding it, except, that we trust the time is not far distant when it will no longer be a question.

While upon the subject of steam communication, we shall take the opportunity of noticing that tenders have lately been invited by this government for the conveyance of coals to the Red Sea, from which it may be inferred that the Hugh Lindsay is to proceed to Suez as usual, during the cold season; for it is scarcely possible that an expense, probably, of half a lakh of rupees, would otherwise have been incurred; and if this be the case, it is to be hoped early notice will be given of the circumstance that passengers and correspondents in England may have time to avail themselves of the opportunity it will afford of returning, or writing, to this country. If, indeed, it be intended that the steamer should go, as usual, early in January, it is full time the notice were published, as it could hardly even now, reach England before it would be necessary to despatch the packets for the steamer. We must add, also, that a report has been circulated that the Calcutta steam committee intend to propose borrowing the Hugh Lindsay of government, and commencing operations with her, while a vessel is ordered from England; but this would be so injudicious an arrangement that we cannot believe it to be seriously contemplated. Should that however, be the case the committee, we imagine must be totally unaware of the expense attending the trips of the Hugh Lindsay, the very last of which cost no less than rupees 81,836. To hire a vessel of this kind, would be at once to throw away half the funds that have been raised throughout India, and to embarrass the future proceedings of the steam committee, both here and in Calcutta, perhaps irretrievably—and, let us ask, for what purpose?—to secure a single voyage merely to Suez, without the means of turning it to any account, or of obtaining any result connected with steam navigation with which we are not now possessed. The report however, is too improbable to deserve further notice; and in concluding these hasty observations, we shall only add that it is a pity Government, if they do intend despatching the steamer at their own expense, have not seen how much more the cause of overland communication might be promoted by adding the sum the trip to Suez will cost, to the funds collected in this country, than by devoting it, as hitherto, to the conveyance of a few letters and papers which many happen to arrive at Alexandria by the present imperfect arrangements.

CALCUTTA.

SALE OF PRESENTS.—The sale of Governments presents on Monday was of a highly interesting character, proving, as it did, that the wealth which was formerly the boast of this great city has not completely left us. The bidding for the jewellery, the diamonds especially, was of the most animated character, and the results far exceeded the expectations of the appraisers. We believe Messrs. Hamilton and Co. estimated the various articles in a general way at *sixty per cent. less* than they they actually sold for. Of course the estimate was framed in a great measure with reference to the supposed demand for the articles sent for sale, and the means to the community to gratify it One Native, we understand, purchased 80,000 rupees worth of the presents—another about 30,000 rupees worth, and so on.—*John Bull.*

DELHI.

HOW MAHARAJAH RUNJEET SINGH, CAME BY THE KOHI NOOR DIAMOND.

In September 1812, the Queens of Shah Sujah and Zeman Shah of Cabul took refuge from the troubles of their country, and were received in Lahore with every demonstration of respect. Sujah, the deposed King, having been treacherously seized, was conveyed by the Governor of Attock to his brother, who then ruled Cashmere. Two grand objects of the Sikh Chief's ambiton and avarice, the possession of the celebrated Valley, and of the *Hill of Light*, a very valuable diamond belonging to the fallen family, seeming now to be brought by circumstances within his grasp, he plotted industriously to make the attainment of the one a pretence for procuring the concession of the other. With this view he gave the Queen to understand that he was resolved to liberate her husband in the most chivalrous manner, and to bestow on him the fort of Rotas with a territory sufficient to maintain his dignity. When the poor lady appeared overjoyed at this generous conduct in prospect, she received a hint from his Highness' emissary that nothing was wanting to make him enter on the the execution of these noble intentions but the Kohi Noor, on which he had somehow set his heart with the fondness of a lover. Her Majesty, evincing some skill in diplomacy, had no doubt that when her royal husband was at liberty, gratitude would induce him to concede any thing to so invaluable a friend in distress: but with respect to the Diamond it was in pawn at Candahar for two lacs of Rupees. Runjeet having satisfied himself that the prize, not so far off, was fairly in his power, and dreading its flight, threw the confidential servants of the Queens into close confinement, and placed a cordon of Sentries round their residence with strict orders to search every person who went out from them. This severity having no effect, he tried what starvation could do and actually deprived the Ladies & their household of food and water for two days. The Waffa Begum, as Shah Sujah's wife was called, still holding out, the Sikh at length discontinued his shameless treatment, on getting her promise that the King would redeem the Jewel and make a present of it to his deliverer when put in possession of Rotas. Runjeet Singh, now pretending unbounded friendship for Futty Khan the Vizier and of late principal ruler of Affghanistan, obtained an interview with him on the banks of the Jhilum, in which they agreed to send a joint force for the reduction of Cashmere which had rebelled, and reclaim the person of Shah Sujah. The expedition succeeded, though many of the Sikhs perished in the snow; Futty Khan installed his brother in the Government of the valley, and Runjeet h[illegible] time, to be satisfied with the custody of [illegible] Captive who was conveyed to his family [illegible]

This success furnished a fair pretext fo[illegible] ing his inhospitable demands to have th[illegible] diamond. The King professing his willingness confirm his wife's promise when the acquisition of his expected territory should enable him to recover the precious Kohi Noor. Such evasion would not do. The unhappy members of this family were once more incarcerated in separate apartments, threatened with perpetual imprisonment in Govindgurh, at Amritsir, and again denied provisions for several days. Shah Sujah at last negociated for a sum of money and a months time to redeem the article for which he suffered so much. He tried again to outwit his antagonist here, but proved no match for Runjeet, who knew the facility of giving money and taking it back from a prisoner without loss. Two lacs were therefore speedily advanced and when the month expired a day was appointed for surrendering the Hill of Light to the representative of the house of Sukerchukee. A native chief, who was present at the interview, describes it in a narrative before me with ludicrous solemnity.

The Shah and Runjeet Singh having been seated face to face with some interval between them, Sujah, summoning all the Majesty of a race of Kings into his dignified countenance, essayed to overawe the mean looking and low-minded grandson of a thief, during an impressive silence which says my authority, lasted one hour. But the Sikh who could no more read Royalty in the glances of a monarch than the *Grunth* in the Manuscript, grew impatient at this Quakerly interruption to business, and desired one who spoke Persian to remind his Majesty of the purpose for which they had met. The Shah, without opening his lips "spoke with his eyes" to an attendant who retiring, soon returned and placed a small parcel between the great men. Runjeet's itching fingers immediately unrolled numerous envelopes, when to the consummation of his wishes, a large Diamond appeared, which Jewellers behind him who had seen it, recognized as the Kohi Noor.

Possessed of the treasure which he had incurred so much disgrace in acquiring, his next object was to recover the two lacs or the value of them from the wretched captives. After their separation and imprisonment they had been graciously permitted to enjoy the fresh air in tents pitched for them in the Garden called Shalimar. It would have been impolite to insinuate that rupees had never left his Majesty's coffers, so the noble host of Kings and Queens now directed a party of experienced officials to pay them a domiciliary visit and to bring him all their Jewels and money without reservation. To obey this mandate loyally the plunderers made sure work by taking away not only all the ornaments used by women of rank, but rich dresses and every Sword, Shield, or Matchlock, that a particle of Gold or Silver could recommend to their master. What perhaps shews the want of nobility in the man's nature more than the barbarous act itself, his Highness, when the last spoils of his pillaged guests were laid before him, sent back the things which he thought of no value, with an apology for having taken them. "Let me not get a bad name," said he to his courtiers "for such rubbish." The royal family was now completely fleeced, and could not be shorn of more by the most practised ingenuity. Runjeet therefore allowed the females to escape to Lodiana where they were, some time afterwards, rejoined by their husbands on whom the British Government settled 50,000 rupees a year, which they continue to enjoy.

The character which I have given of Runjeet Singh, in these notices, has been drawn from a voluminous account of his proceedings by one who knew him well, and kept up a direct correspondence with the Maharajah for many years. The ablest and most powerful of the living Princes of India has none of that faculty which some call a moral sense. His sagacity, in acquiring and maintaining dominion is accordingly scarce of a higher quality than the instinctive appetite of a beast of prey which teaches it to circumvent and devour the creatures best adapted to its nourishment. It is amusing to hear good men congratulating the British Government on obtaining the *promises* of the sovereign of the Punjab, to protect commerce and assist in opening the Indus, to Steam Vessels and merchantmen. I have already mentioned the value which he avowedly attaches to engagements between "Chiefs," which is, that they are binding no longer than is quite convenient. We may tell him of the Goose and the Golden Egg, which His Highness will pronounce an excellent fable: but practically for its moral he certainly prefers the proverb that a bird in the hand is worth two, or to him, fifty in the bush. He can have no objection to pass the most liberal edicts that the Political Agent may dictate. When at any particular season however, his "sweet words" have allured traders to fill his Serais and load his rivers with rich merchandize in transit, will the blood of Churrut Singh of Sukerchukee not rise within him, to take in one hour of spoliation what he must wait many years to realize honestly, in the shape of duties? In short, Runjeet Singh will respect our treaties with him if he is sure of losing more than he can gain by breaking them: and consequently do precisely as he would have done had they never existed.—*Delhi Gazette, August* 3.

EUROPEAN INTELLIGENCE.

DEBATES AND PROCEEDINGS IN PARLIAMENT.

1. DISTRESS OF THE COUNTRY; THE CURRENCY. MR. MATTHIAS ATTWOOD, on Monday, moved the following resolution,

"That a Select Committee be appointed to inquire into the state of general distress, difficulties, and embarrassments which now pressed on the various orders of the community; how far they were the results of the operations of the monetary system; and to consider the effect produced by that system on the agricultural, manufacturing, and commercial interests of the country, and on the industry of the people."

He said that he had on several occasions recommended the House to institute an inquiry into the causes of national distress; but unfortunately his recommendations had not been attended to, as the great leaders of Parliamentary parties had pledged themselves to the correctness of certain abstr[illegible]ories, and had denied that the present system was adverse[illegible] country. But [illegible] House of Co[illegible]

dependent of party and of the Ministry of the day. He fully expected that they would act upon their own judgment; which he was certain would council them to inquire into the general distress which pervaded the country, and ascertain how far that distress was occasioned by an adherence to our present monetary system. He maintained that the distress of the great body of the nation was on the increase; and that the usual mode of proving the reverse, namely, by statements of the augmented consumption of certain articles of food and clothing, was unsatisfactory and deceptive. It had been said that the financial statement which Lord Althorp would make would render his motion unnecessary; but had the Budget satisfied that expectation? what part of that narrow and shrunk Budget could give relief to distress of trade? He was certain, that for the last eighteen years, distress and pauperism and crime had been increasing together. Estimating, in wheat, what was paid for paupers in the year 1815, it would be found to amount to 1,300,000 quarters; while last year it was 3,000,000 of quarters. In 1815, the people of this country paid 78,240,000l, of taxation, including the expense of collection; this was paid by a population of 18,700,000 souls; but it was now stated by Lord Althorp that a population of twenty-four millions could not pay 50,000,000l. Now, 38,800,000L, 37,807,000L, and 34,500,000l. of our present money, would be found to be the value of the money paid in taxes for the three years previous to 1815. In 1815, the value of the taxes, as compared with the money of the present day, was 45,700,000l.; so that the 50,200,000l. raised at present was in point of fact, 6,500,000l. more than was paid in 1815. He maintained that every class had suffered greatly by the increase in the value of money; but no class so much as the landed gentlemen, with the farmers, and agricultural labourers. How was this state of things to be remedied? The only remedy was by a relaxation of the monetary system, to give an increased value to the productions of agriculture. The deteriorated condition of the agricultural classes commenced with the destruction of paper money in 1819. Mr. Attwood then went into a lengthened detail of the causes of Irish distress and discontent; which he utterly denied was owing to the agitation of Mr. O'Connell, who held with the King the divided empire of that country. The distress of Ireland was owing to the want of employment, which was occasioned by the alteration in the currency. He then adverted to the miserable condition, as he described it, of the shipowners, of the iron-dealers, the persons engaged in the cotton, woollen, and silk trades. He said that the amount of misery caused by the operation of our monetary system in the manufacturing districts was incredible. He finally asked the House to inquire, how far, consistently with public faith, they could alter this system. He was confident as to the result of this motion. He called upon Sir Robert Peel to afford him every assistance; for his object was to restore prosperity to the people, and thereby regain their confidence. He called upon the House to agree to his motion, and employ the means which he thought they still possessed, of restoring prosperity to the nation, and securing that prosperity afterwards.

[The *Chronicle* report says, that Mr. Attwood was imperfectly heard, owing to the noise made by his almost incessant thumps upon the table. The *Times* asserts that these thumps, according to the calculation of one of the reporters, averaged 200 every quarter of an hour, and amounted altogether to 3,000.]

Lord ALTHORP said—"I agree with Mr. Attwood in thinking that this is a question of great importance, which ought now to be settled by the House. The House should now decide, whether they are prepared to stand by the system by which all the contracts of the country depend, or whether they are prepared to adopt a course of confiscation and robbery. (*Cheers.*) I am not sorry that this question has been brought fairly forward for decision by the Reformed Parliament."

"The object of the motion has been candidly avowed—it is to effect an alteration in the standard of the currency. Mr. Attwood, however, has not stated in what mode, or to how great an extent he would effect this; nor has he ventured to observe upon the consequences of the alteration which he would make. He evidently contemplates a depression of the currency, and he says that this can be done consistently with good faith to the public; but I am perfectly at a loss to comprehend this—how it is possible to have recourse to a great increase in the issue of paper, without at the same time resorting to some other measure. Is that the mode in which he purposes to raise prices, without committing any breach of the public faith? We have already had experience enough of that. We have had experience of what it is, and of what must be its necessary consequences. If the amount of currency in circulation is greatly increased, no question that the effect must be to render the value [illegible]oney, as compared with other commodi[illegible]ess than it was before.—Though we know [illegible]n this manner we can increase the amount [illegible]rency in calculation in this country, we [illegible]t do so in other countries; and the effect [illegible]s will be, that the sovereigns will not [illegible]in here, but will pass from this country [illegible]d; and the consequence of that will be, [illegible]n upon the Bank, which must then either [illegible] payment, or a Bank restriction must [illegible] It is impossible but that every gen[illegible]who reasons on this state of things [illegible] would be the necessary con[illegible]posal of the honourable [illegible]e come to a Bank res[illegible] the effect of that? [illegible] has not answered that

He then proceeded to argue, that the labouring classes were the greatest sufferers by a depreciation of the currency, for wages never rose in the same ratio as the cost of provisions. He utterly denied that the period during which the Restriction Act was in operation was a period of prosperity; and adduced the increase in the poor-rates in proof of his denial. He by no means maintained that all classes in this country were in a state of prosperity at the present time, but he denied that the distress was general or unusually severe. The consequences of the depreciation in 1797 were calamitous. But the injury then inflicted was unintentional—it came on gradually. If we resort now to a similar measure, we do it with our eyes open. He was opposed to a forced unnatural, expansion of the currency. At present, the currency had the power of expansion, when there was a safe and legimate demand for it.

"I have now," said Lord Althorp, "stated generally the grounds on which I feel that I am bound—for I will speak frankly to the honourable member—that I am bound in duty, as an honest man, to oppose his motion. I do not, as he is well aware, adopt this opinion, which I now utter, because I happen to be seated on this bench. I stated it a long time since, when I sat on the other side of the House, and when I opposed the motion of Mr. Davenport, as I considered it likely to shake the confidence of the country. If the motion of the honourable member be carried, every man who has a right to demand payment in gold, will do it at once: the consequence must necessarily be a run upon all the banks, infinitely more severe than that of 1825, because no establishment can be secure from it—no amount of credit, no degree of solvency in the partners of any bank can save it from the sudden pressure of every individual, who would naturally be anxious to obtain gold currency at its present value, before the value should be reduced. I cannot conceive any calamity to the country greater than the adoption of the motion of the honourable member."

He concluded by saying, that as he thought it was desirable that the House should come to some decision upon this subject, he would not meet the motion by moving the previous question; but he would put the question to issue in that debate, whether the House was prepared to support the present standard of value, by proposing the following amendment:—

"That it is the opinion of the House, that any alteration of the monetary system of the country, which would have the effect of lowering the standard of value, would be highly inexpedient."

The reading of this amendment was followed by great cheering from all sides.

Mr. GROTE rose immediately to second it. He declared that he never rose with greater pleasure than for that purpose: nothing could have been proposed in which he more heartily concurred. The distress of the country ought not to be made the stalking-horse for bringing forward peculiar and individual theories. He utterly denied the existence of general and unprecedented distress; and he was of opinion that no Committee would be able to collect evidence on the subject which would justify it in making a definitive report. Mr Attwood had made three propositions—1. That there existed in the country general and unprecedented distress. 2. That that distress arose out of the contraction of the currency, and the low state of prices consequent upon Peel's Bill. 3. That it was necessary to rectify the mischief by debasing the present standard of value. Now Mr. Grote disbelieved the allegation of general and severe distress. In 1810, 1811, and 1812, petitions had been presented, calculated to excite quite as much sympathy as Mr. Attwood's assertions. But he would turn to another point.

He held in his hand a return, by order of the House, of the number of bankruptcies in the eleven years from 1822 to 1832; and he found that it was 19,376, or an average of 1,761 per annum. To these he had added, in order to show the comparative distress immediately before and after the passing of Peel's Bill, the bankruptcies of 1819, 1820, and 1821; making, in the whole, 24,713, and presenting an annual average upon fourteen years of 1,765. Looking back to the bankruptcies from 1808 to 1818, he found that they amounted to no less than 21,609, or an annual average upon the eleven years of 1,964. He therefore appealed to the common sense of every man, whether this fact did not show a sounder and steadier course of trade, since the passing of Peel's Bill, than before it; especially when it was recollected that the 1,964 bankruptcies applied to a period of much more contracted commercial community—when the *London Directory* contained fewer names by 50 per cent. than now, and when Manchester, Birmingham, Leeds, and other great towns, had not risen to their present importance, either as to capital or population.

He said that the poor-rates had increased from 4,707,000*l.*, in 1803, to 6,883,000*l.* in 1818. He found that the average of 1830 1831 and 1832, was 6,887,000*l.*; an increase by no means in proportion to the increase of population. Mr. Grote proceeded to state the increase that had taken place in the consumption of tea, coffee, cocoa, and sugar; and he exposed the inconsistency of Mr. Thomas Attwood's evidence before the Bank Charter Committee, in which the external appearances of wealth and comfort in Birmingham were adduced in proof of the wanton extravagance, not the augmented means, of the inhabitants. He denied then that such great distress existed; and in the next place, he denied that the distress which he admitted to exist was occasioned by Peel's Bill; because the currency in fact had not suffered any contraction since 1819. He then read a table, founded on the Appendix 82 to the Evidence on the Bank Charter, by which it appeared, that the average circulation of Bank of England notes was much larger from the year 1822 to 1832, than from 1808 to 1818. The average of the latter period was 19,282,000*l.*; of the former, 16,722,000*l.* There never was a time at which any man, with tolerable security to offer, could get money on such advantageous terms as at present. The fall in prices was not occasioned by the scarcity of money, or the contraction of the currency, but by the vast increase in the quantity of articles produced. The stock of cotton, for instance, which in 1817 was only 113,000 bags, in 1826 was 342,000. The fall of prices was owing to the market being overstocked, not to the bill of 1819. He concluded by declaring his determined hostility to Mr. Attwood's project.

He was persuaded that no English Parliament, reformed or unreformed, could possibly consent to a measure of such immorality; since the effect of it would be to subvert all existing contracts, and to inflict a tax upon creditors for the benefit of debtors. He would not believe that, with the unjust steward in the Scriptures, they would say, when a hundred measures of corn were due, "Take thy bill quickly and write fifty." He submitted to all who heard him, whether, consistently with policy, with expediency, or with the commonest principles of integrity, they could countenance the most remote approach to such a change? (*Much cheering.*)

Mr. COBBETT said, Mr. Grote had undertaken to show that all the acts of Parliament relative to altering the value of money, and regulating the issue of one-pound notes had had no influence at all on the prices of commodities.

"But," said Mr. Cobbett, "I remember soon after the passing of the celebrated bill of the very celebrated Baronet on my right hand, that prices fell so low that they made haste to pass a bill to put a stop to it. That bill had hardly passed when prices rose again, and continued to rise till the system came to an end in 1825 and 1826. Then the bill was passed to put a stop to the issue of one and two-pound notes, and prices fell and continued to fall. At that time I presented a petition to this House. I highly approved of the return to payment in the King's coin, and of absolutely putting an end to the dirty, infamous paper money; but I besought the House, if it passed that bill, to reduce the expenses of the country; and I told it, if it did pass the bill, and did not reduce taxation, it would bring such ruin on this country as no state had ever experienced."

He proceed to argue, that an increased consumption of tea, coffee, and sugar, by no means proved that the people generally enjoyed more comforts, because that consumption might take place among the idle, and useless,—soldiers, for instance,—whom the people were heavily taxed to support. He differed in opinion from Mr. Attwood on the subject of paper money, but he intended to divide with him; for the subject was a very proper one for inquiry. He had always said, that the period of transition from a paper to a gold currency, would not, as was asserted by Mr. Baring, be the only period of suffering; but on the contrary, that, unless the taxes were taken off, the distress would continually be augmented.

"I would have prevented the passing of the bill which occasioned this distress. I presented a petition against it. I asserted that if you did not reduce taxation to the standard of 1792, you would produce ruin and misery to the kingdom, such as had never been seen. (*Laughter.*) I told you that then, and you laughed then as you laugh now. You always did laugh, (*Oh, Oh!*") There is a time to laugh, and a time to weep; and if you laugh now, you may weep hereafter. I differ from the honorable member as to the remedy; I agree with him as to the cause of the distress. I stand up for gold; but I am for the reduction of taxes to the standard of 1792; I want the taxes reduced to the amount of the taxes in 1792. That is the remedy. (*Laughter.*) I am not for that reduction which was called the Budget. I am not for taking off 100,000*l* of taxes. Was a Reformed Parliament wanted for that?"

He then want into a long statement of the comparative cost of the Army, Navy, and Civil Government of 1792, with their cost at the present time; and argued in favour of cutting them down to the standard of the former period. In fine he would vote for going into a Committee, for there had been plunder and robbery committed, and it was proper to inquire who had committed it.

Mr. POULETT THOMSON said, that Mr. Attwood had engrafted on his motion of inquiry into distress, a subject of quite a different nature, and even opposed to it—a proposal for a departure from the present standard of value. That was the question which was now before the House, and that was the question on which the country was now looking for the decision of the House. Mr. Attwood had entered into a long discussion respecting the distress which he alleged existed in the country; and no doubt he had acted wisely in so doing, because, by taking that course he might find support from some few, who would otherwise regard the question with indifference. Now he did not mean to deny that distress existed in the country; but that was not Mr. Attwood's position:—

He had stated that the distress at present was unparalleled; that every branch of industry was ruined; that the landholders were all but ruined; that the farmers were in a state of bankruptcy; that the merchants were ready to close their concerns; that manufacturing capital yielded in the shape of profits little or nothing. From these positions of Mr. Attwood he entirely dissented; and he believed the conditon of the several interests of the country to be very different from what he had represented it.

For instance, the sums expended for the relief of the poor in the ten years ending in 1821, averaged 6,800,000*l.* per annum; while in the ten years ending in 1831 the average was 6,200,000*l.* In the four great towns of Manchester, Sheffield, Birmingham, and Glasgow, there had been a diminution of the poor-rates during the same period, notwithstanding the increase in the population. He had information from the best authorities, that in all these places, especially in Birmingham and the neighbourhood, the condition of all classes was improved. He would go back to the year 1814, which had been referred to by Mr. Attwood as one of the periods of prosperity, when taxes were high and the people thriving. He would remind the House of what the cousumption of four great articles, tea, tobacco, coffee and sugar, was at that time. They were all of them articles largely consumed by the poor.

In 1814, the consumption of tobacco was 15,000,000lb.; in 1832 it had increased to 20,000,000lb., an augmentation of 31 per cent.; whilst the population showed an increase of 25 per cent. during the interval from 1814 to 1832. Of sugar, even including all that was issued at that period in the distilleries, the consumption in 1814 was 1,997,000lb.; in 1832 it amounted to 3,655,000lb.; an increase of 83 per cent. to be set against an increase of 24 per cent. in the population. The tea consumed in 1814 was 19,224,000lb.; in 1832 it increased to 31,548,000lb.; an increase of 65 per cent. against a population of 24 per cent. increase. The coffee consumed in 1814 only amounted to 6,324,000lb.; but in 1832 it reached 22,952,000lb.; showing an increase of 183 per cent. still against an increase of 24 per cent. on the population. He took these articles, because, let the member for Oldham say what he pleased, he considered their increased consumption an evidence of the growing prosperity of the people.

He would mention one or two other articles, which he separated from the preceding, because they were largely exported, and an increase in which showed not only additional employment, but probably an augmentation in home consumption.

He referred to cotton, sheeps' wool, and silk. In 1820, 152,000,000lb. of cotton-wool were imported; in 1832 the imports amounted to 259 000,000lb.; an increase of 70 per cent. In 1820, the consumption of sheeps' wool was 9.778,000lb.; in 1832 it had increased to 27,666,000lb.; an augmentation of 183 per cent. Perhaps he had better not quote the articles of silk, the duties having been so charged of late years. If we turned to the health of the people, what did we find to be the case? A striking diminution in the rate of mortality within the last fifty years. In 1780, the mortality was as 1 in 40; in 1831, it was as 1 in 58, showing a diminution of 36 per cent. in the rate of mortality. He asked whether that was not also an evidence that the condition of the people had improved?

He was convinced that the labouring classes, when not indifferent to were averse to a depreciation of the currency. In every case of depreciation which had occurred from 1527 to 1770, an increase had taken place in the cost of the necessaries of life, without a proportionable increase in the wages of labour. Taking the period from 1770 to 1816, it would appear from the evidence of Mr. Arthur Young, that wages had risen only 100 per cent. while the cost of the necessaries of life had risen from 300 to 400 per cent. Mr. Thomson strongly insisted upon this point at some length. He was perfectly convinced that wages never rose in proportion to the advance in the money price of commodities; and the depreciation of the currency was always a source of incalculable misery to the lower classes.

The doctrine now maintained by Mr. Attwood was that if once an inconvertible paper currency were established, we should never return to cash payments. That he was sure, was a doctrine which would not find many advocates in that House. He was glad however, that it had been brought before Parliament, that it might be set at rest. It was said that the landed proprietors must suffer if this plan were not adopted, and that of course they must benefit by it: but how? Could he believe that any man of honour would seek relief by paying off all his fixed engagements in a depreciated currency? Would their rents be better paid in that currency than in any other? But supposing their rents were raised, and that all other things were raised in proportion, could they purchase more of the enjoyments of life than they could command at present? They could receive relief in no way but that which he believed every man of honour would spurn. Then, as to the manufacturers and shopkeepers, how would it benefit them? It would benefit them to the extent of their stock on hand and no more. That might be to the extent of 5, or 10, or 20 per cent. or whatever might be the amount of the depreciation. That would be the work of a single day. When the next day he came to purchase, he would find that his condition would not be improved.

The inquiry proposed by Mr. Attwood would be attended with the worst consequences, because the extent of the depreciation was left undefined.

If he had said that it would be 5, or 10, or 15, per cent., men would be prepared for the result but leaving it indefinite, he left them nothing to guide them. Every creditor in London would know it to-morrow, and what would be the consequence? An honourable member had stated some time ago, that such was the distress of the country, that every second or third house from Charing Cross to the Exchange contained an insolvent. Suppose that to be the fact, what would the creditors say when they found a proposition of this sort entertained and agreed to by the House: The creditor would go to his debtor and say, "Pay

me at once, or I shall sell all you possess: and though it may be at a loss, that may be better than the indefinite loss which I may sustain by waiting to obtain payment in a depreciated currency. I shall realize what I can, and transfer it to a country where the principle of depreciation may not be so much in fashion."

Upwards of six millions of taxes had been taken off within the last four years, and this was a more equitable mode of relieving the national distress. He doubted the correctness of the assertion so often made, that the public creditor had gained greatly by the depreciation of the currency.

Mr. Mushet had shown, as clearly as could be done by figures, that the public creditor, instead of gaining by the depreciation of money, was, taking into consideration the loss he suffered during the depreciation, a loser to the extent of somewhere about 44,000*l.* a year.

If we were unable to pay our debts, the more honest plan would be to state at once to our creditors that such was the case.

But do not adopt that which was only a clumsy means of arriving at the same end,—which carried with it a complete disruption of all money contracts, and rendered insecure private and public credit,—which would reduce to beggary not only a few rich Fundholders, as they were termed, but no less than 275,000 public creditors, who received dividends under 400*l.*, and which would take the means of livelihood from the widow and the orphan. *(Cheers.)*

On the motion of Sir H. WILLOUGHBY, the debate was adjourned, and the House broke up at half past one.

Before the debate was resumed on Tuesday, a conversation took place between Mr. MATTHIAS ATTWOOD and Lord ALTHORP. Lord ALTHORP explained, that when he said that he could not, as an honest man, agree to Mr. Attwood's motion, he did not mean to term Mr. Attwood or those who supported him, dishonest men. What he meant was, that, holding the opinion which he held, it would be dishonesty in him to support the motion. Mr. ATTWOOD complained, that he had been misrepresented by Lord Althorp and Mr. Poulett Thomson. Their arguments were all directed against depreciation, as if he had proposed depreciation; whereas he only moved for a committee of inquiry, in order to ascertain if no means existed for relieving the national distress without committing a breach of national faith. The mode of arguing adopted by Ministers, had raised an unfair prejudice against the motion before the House. Lord ALTHORP, in reply, said that it was not fair in Mr. Attwood, who had spoken for three hours the night before, to forestall his reply now. Nothing could be more evident than that the whole tendency of Mr. Attwood's speech was to advocate the lowering of the standard of value,—to prove that the distress of the country was occasioned by our monetary system, and that, by an alteration in that system prices might be be raised and the distress relieved. Now, he would ask, how could he produce a rise in price, unless he lowered the standard of value? Lord Althorp's amendment went distinctly to pledge the House not to lower the standard of value, before going into a committee of inquiry. Colonel DAVIES was glad to hear Lord Althorp's explanation. The country demanded inquiry, and he meant to vote for it; yet he did not think that he was acting dishonestly in so doing; he was averse from lowering the standard of value. Mr. M. ATTWOOD expressed himself satisfied with Lord Althorp's explanation, as far as he was personally concerned.

Mr. W. W. WHITMORE was certain that no one hereafter would more regret the success of his motion than the author of it. The country was advancing in prosperity, taking it as a whole. There was much individual distress, which Government should endeavour to relieve; but there was not the most remote probability of relief being afforded by the present measure.

That could only be done, in his opinion, by an increase of trade—by the destruction of all monopolies—by giving the fullest extension to our commerce. It was true there were other great causes tending to the depression of prices, but he denied that they were attributable to the currency. Of this he would give one striking illustration from a work of Mr. Babbage. He accordingly read some extracts to show the extent to which reduction might be carried in the produce of articles at the present time; and showed that locks which twenty years ago cost 13*s.* 6*d.* a dozen, could now be manufactured for 1*s.* 9½*d.* The lathe was now turned by the steam-engine twenty times as fast as formerly. He only mentioned these things to prove the immense number of causes which were in operation to cause the depression so much talked of.

He could state, upon good authority, that the old mines were as good as ever, and that the new ones were excellent in their produce. Their present produce was—gold, 720,000*l.* per annum; silver, 650,000*l.* The mines of South Carolina and Mexico were very productive; and those of Brazil had increased in value to the amount of 300,000*l.*

Mr. BARING said, the question was, whether the House was prepared to sanction an arbitrary departure from the acknowledged measure of value. Every one who had, or who expected to have, any thing to lose, was on the tiptoe of expectation to learn in what way Parliament—the Reformed Parliament—would decide that question. It was said by the supporters of the motion, that there was an intense pressure upon the energies of the country. Granting such to be the case, he should be glad to be informed how a departure from the standard of value would prove a remedy for evil? The country was in a most artificial state as regarded existing contracts with almost all nations.

With the variety of the complaints of those interested before his eyes, he confessed it did surprise him not a little that any man out of Bedlam should dream of proposing any thing so preposterous, and at the same time so unjust, as that which had given rise to present discussion. His surprise, he acknowledged, was somewhat lessened, when he recollected that to talent, and even genius, were often allied that peculiar intellectual conformation which was frequently subject to aberrations that could be accounted for upon no admitted principle. *(Laughter.)*

He meant no disrespect to Mr. Attwood, the perfect honesty of whose intentions of course he admitted; but he really thought that he would make an admirable Prime Minister for the Grand Sultan at Constantinople, who altered the currency in his dominions semi-annually, or nearly so—the variations ranging between three shillings and three pence. He would not enter into the discussion of the question of the precious metals as substances exclusively to be used as the measure of value. With the exception of a few savages on the coast of Africa, there was no people in the known world who had any other measure of value than the precious metals. If the House agreed with Mr. Attwood, they must throw away the experience of ages.

In his humble apprehension, the House could never, consistently with common sense or common justice, pronounce a decision in favour of a paper currency of any other description than one convertible on demand: all beyond that was vague, indifinite, and unsatisfactory; all paper currency, not convertible must depend upon the discretion or the credit of the parties issuing such paper.

He was aware it would be said, that the country enjoyed great prosperity during the war, when there were extreme issues of paper money. But it should be remembered, that we had then a monopoly of the sea. Besides, the prosperity was false and temporary. We were living upon our capital, borrowing twenty, thirty, or even forty millions per annum.

Suppose now in Norfolk, or any other county of England, there were three gentlemen, each having 10,000*l.* per annum; and suppose they resolved to raise money upon mortgage to the uttermost farthing that their estates were worth, and having done so, were resolved to spend all the money in three or four years; was there any living man who doubted that they would produce great prosperity and an affluence of wealth in their neighbourhood! The case he had been supposing was precisely analogous to the case of England during the war—the people of England were living upon their capital. The gentlemen who might spend the produce of their mortgages in four or five years, would at the end of that period probably find themselves in a poor-house, and at the end of the war the people of England would have found themselves in a poor-house had there been one large enough to have received them. To this hour the country was suffering and groaning under the immoral habits which were engendered during the profusion of the war, and the extravagance to which it gave rise.

He would ask the House to consider in what way the effects of the present motion would operate upon the interests of country gentlemen. Their prosperity, whether right or wrong, depend on a monopoly of corn, and that it should be protected. If by a depreciation of the currency, the pound was reduced to 10*s.* it would bring the protection of 60*s.* allowed to corn down to 30*s.* When the money standard was reduced to that ratio, corn would come down in reality to 30*s.* though its nominal price should be 60*s.*; and this would be the result of the alteration at present sought for. Mr. Whitmore had contended that the 60*s.* might be advanced to 120*s.*; he would not fight that battle with him, as most likely he would not come out of it with flying colours, but he would seriously advise country gentlemen to have 6 *s.* alone. Few were aware how extensively this proposed alteration in the currency would operate, it would operate on the constitution of the country; for by it your ten-pounder, who had a right to vote, would become all at once a five-pounder.

He was opposed to every attempt to lower the value of the currency, but he would state to what extent a judicious alteration might be made.

The first alteration would be made to make bank-notes a legal tender to distant country bankers. This would have the effect of obviating the disasters that generally followed a run on the bank. The distress of the Bank of England might be caused by two things,—first by a run upon it, or general call for money; and secondly, by drafts, for the purpose of balancing exchanges. The one frequently acted upon the other; and the result was the worst of all evils—a general panic. The drafts, for the purpose of balancing foreign exchanges, the Bank might meet; and the country was so far safe under the present system, for one or two millions would set right balances of that description. The action of the other on the Bank was worse, and could not be easily met. He would make a short statement of the difficulties, of 1825. There was then a run on the Bank, which was caused by numerous failures in the metropolis and throughout the country. General doubt and distress prevailed and the bank was drained for gold. Everybody wished to be paid in that metal; and the country banker—a banker of Norwich—told him at that period, that he could not sleep quiet at night in his bed, unless he had obtained a sovereign for every one pound note he had in the house. The consequence of all this was, that the Bank of England was nearly emptied, and would have stopped payment were it not for a mere accident. No precaution that could be adopted under the present system could secure the Bank from dilemmas of this description. The banker of Norwich would have slept quietly if Bank of England notes were made a legal tender in the country. Let Bank of England notes become a legal tender to country bankers, and the bank will be relieved from the danger he mentioned. The relief from that danger would be the benefit derived from this proposition of his.

The next object he would endeavour to promote, should be to make silver as well as gold a legal tender. Money had its foundation in two metals, and it was bad to force the Bank to confine itself to one metal. Silver was the principal currency of Holland and of France, and of almost every country with which he was acquainted.

There was scarcely a country where silver was not only the circulating medium, but where gold was not objected to. In the Netherlands, there were circulating ten millions of gold and four millions of silver. There was a premium upon the latter; and it was considered cheaper to pay in gold than in silver. In France, for several years, the premium in favour of gold had been not more than one eighth per cent; and it had only increased in consequence of our demand for gold, and would in course decrease if this country adopted a silver currency.

His proposal was not to lower the standard, but to put it upon two legs instead of one.

If the public excitement on the deeper question then before them could be got rid of—and that excitement might be done away with by the vote of that night—then would it be safe to look to the two points he mentioned, and whether or not a material facility might be given to the circulating medium of the country. When those two points were settled, he should not object to enquire whether from their operation it would not be safe to come to a issue of one-pound notes. He did not mean to pledge himself to an issue of one-pound notes, but he saw no reason why, under the additional securities he pointed out, it might not be resorted to.

Mr. Baring concluded by saying that it was impossible for him to go into the proposed inquiry with Mr. Attwood; for he could not separate his avowed opinions from any measures which he brought forward, no matter how they were coloured or concealed. He might as well go into an inquiry respecting Irish distress with Mr. O'Connell, whose well known panacea was the repeal of the Union; or into a committee with Mr. Owen, who recommended a community of goods, and wives, and every thing else.

Sir ROBERT PEEL said, he agreed with much that had fallen from Mr. Baring; but there were some arguments made use of by him in the latter part of his speech, which excited much doubt and apprehension in his mind.

Mr. Baring had first said, that he was prepared to adhere to the present standard, but yet that he was willing to have a select Committee to inquire into two material component parts of that standard,—first, with reference to the re-issue of one and two-pound notes; and, secondly, as to the union of silver with gold. This would be a leading cause to that state of excitement and suspense which Mr. Baring himself mentioned as one of his main objections to the very same thing. Sir Robert would unhesitatingly predict what, in his decided opinion, would be the consequence of this reissue. He felt that the inevitable consequence would be, that the gold circulation would entirely disappear, and he was prepared to prove this position by the consequence attending similar reissues in other countries. In Scotland, it had destroyed the circulation of coin. In Ireland, and in America, similar results had been produced. In fact, this system would be an encouragement to the country bankers to prevent the issue of coin, for the paper circulation would be a much cheaper one; but the mischief would be, that there was herein no security for the excess of this paper circulation.

There would be a temporary fictitious stimulus applied to trade, but it would only last a few months. In two or three months, the gold in the country would be found to be inadequate to supply the demand. Then there would be a sudden contraction of the issues of paper; stagnation would ensue, and all the disasters which a metallic currency alone could prevent. He was perfectly willing to take upon himself the responsibility of the bill of 1819. He did not wish it to be laid upon Lord Liverpool's shoulders. It was a subject which he and others had thoroughly examined for several years; for it was no new subject in 1819—in 1810, Mr. Vansittart had moved that the bank should commence making its payments in cash. It was a gross fallacy to attribute the depression of prices to the bill of 1819. It ought to be considered as a warning and lesson to the people not to return to the abominable depreciation caused by the paper system.

There was much said about distress; but had they never heard of distress existing before 1819? In 1793 was there no distress? Did not one hundred bankers fail that year, notwithstanding that there was a paper currency? In 1797, was there no distress under the same circumstances? In 1810, was there none? At the time of this 50 per cent. increase of prices talked of by Mr. Thornton, was there not a decrease of 50, 60, and 70 per cent. in the agricultural districts? These facts showed that there was no infallible defence, against calamity, let the currency be what it may. In 1816, there was also severe distress, bankers failing to a great extent, though the Bank had not diminished its issue.

In 1817, two years before the introduction of his bill, Mr. Attwood had written a letter to Mr. Vansittart, describing the monetary state of the country for six years before 1819; in which he showed that the value of money had doubled within five years from 1812 to 1817. In that letter, he described the starving condition of the nailers, and the depressed state of agriculture. This proved that the currency had been in a gradual state of appreciation since 1812, and that it was consequently not to the bill of 1819 that the increase in value was to be attributed. The letter went on to say, that the country was as if an invading army had passed through it, and that such a state of things had existed since the report of the Bullion Committee in 1810.

He would now state what effect this state of the country had upon the issues of Bank of England paper during those years, and he would beg the House to remember that at that period the Bank was allowed to issue 1*l.* and 2*l.* notes. The Bank issues in 1808 were 16,600,000*l.*; in 1809, 16,545,000*l.* in 1810, 17,840,00 *l.*: in 1811, 20,800.000*l.*; in 1812, 23,000,000*l.*; in 1813, 23,332,000*l.*; in 1814 24,000,000*l.*; in 1815, 27,0 0,000*l.*: in 1816, 26,573,000*l.*; in 1887, 27,000,000*l.* It was coincident with these issues that that depression took place of which Mr. Attwood gave so lively a description; and did it not prove that an inconvertible paper money was no guarantee against distress.

Mr. Attwood's proposed Committee could not give in their report until they had philosophically considered the consequences of the monopoly of manufactures so long held by this country—the effect of the late war—The restrictions on the importation of corn, and other topics.

Could England hope that it could maintain the same monopoly of manufactures now that it had during the war, now that France, Germany, and America were able to turn their attention to their domestic manufactures? He would ask the house to look to the state of the manufactures of those countries now and compare them with their state at the close of the war. The next cause of the depreciation of prices was, that freight insurances, &c. had fallen. What was the cause of the lowness in the price of our cotton manufactures? Was it not that the staple commodity of those manufactures had fallen? And if it had fallen, could the manufacturer hope to get the same price for manufactured article which he formerly got, when the raw material was four times its present price? Then there were the improvements in machinery, and the increased application of steam. Surely these had some effect on the depression in the price of manufactures. And was there no cause for the depression in rents since the war? Could any landlord expect the same rent now that he received during the war, when produce was so high that much bad land was brought into cultivation in order to meet the demand?

The distress and crimes of Ireland had been imputed to the alteration in our monetary system.

Now he wished to examine that point. Mr Attwood had stated that crime in Ireland had increased in proportion to the distress. He had not, however, said that if they were to restore paper money that crimes would be diminished. Sir Robert Peel admitted that crime had increased but he did not on that account admit the inference drawn by Mr. Attwood. It appeared that in 1811, the number of committals had been 5,337: in 1813, 7,164: in 1815 7,818; and in 1817, 9,091. Now by Mr. Attwood's statement, there had only been two prosperous years during that period, and down to the present time—namely, 1818 and 1825; and if his argument were true, crime ought to have diminished during those years. But how was the fact? In 1817 the committals were 9,091; in 1818, they were 13,506; and in 1825, 14,000. Thus in the year 1818—the year of prosperity—the committals were higher than in any other, with one exception; and in 1825 they were highest of all.

Oldham, Macclesfield, and Whitby, had been selected to prove the general distress of the country—

The selection was admirable, and was on a footing with the whole of the arguments brought by those who supported the same side of the question. Oldham, it was well known, had been one of the principal stations of the handloom weavers, who had suffered most severely by the introduction of machinery. Macclesfield had suffered from the same cause; for that town not having any equal capital with Manchester to invest in machinery and improvements, it could not compete with its manufactures. So far then these instances could not be held as forming a criterion of the state of the country in general. Then as to Whitby, it was well known, and admitted even at the time when a representative had been given to it, that it was in a decline from local causes. The argument, therefore, drawn from the situation of these three places—all of which had been depressed from local causes—was a complete fallacy.

He proceeded to enforce the argument that the labouring classes would be ruined by the depreciation of the currency. He admitted the present distress of the hand-loom weavers, but denied altogether the correctness of Mr. Fielden's statements respecting the general distress of the country. He mentioned the amount of wages earned by several descriptions of mechanics of Lichfield, Coventry, and Birmingham; and said that with such wages, the labouring classes ought not to wish for a change in the currency which would raise the prices of the articles they consumed much higher than it raised the wages of labour. He referred to the speech of Mr. Cobbett—

Never had he heard a speech which disappointed him so much as the speech of the Member for Oldham. That gentleman said he was particularly entitled to address the House, because he had studied the subject; nay more, no speech was made in the House which he did not claim as his own. Lord Althorp he said, had made a clever speech, but he had copied it all from him. In that respect, he differed from Mr. Cobbett; for he had not yet heard any thing fall from him which he envied, or which he was desirous of appropriating to himself. In his speech Mr. Cobbett had not touched on the currency question; and an ingenious young member who came into the House while he was speaking, asked, "Is the currency question, then over; for Mr. Cobett is discussing the Navy Estimates?" *(Laughter.)* On the currency question, on which he was to enlighten the whole world, he had not said one word, and all he had done was to produce his note, of a speech prepared for the Navy Estimates. He would stick to gold—he would have the King's coin—there was something so amiable in Royalty, that he must see the coin—he would have none of the rotten paper money: and yet he consented to go into the Committee. But then, it was not to consider Mr. Attwood's propositions but to reduce the establishments.

Mr. Richards, Mr. Cayley, Mr. Whitmore, Mr. Cobbett, and Mr. Thomas Attwood, all materially differed as to the remedies they would apply to the disease.

Was it wise, when a patient was in a dangerous state of disease, to bring physicians to consult on his case who were of decidedly opposite opinion? Was Sangrado to go from Oldham and Cuchelo from Birmingham to quarrel over the dying patient? It might be laughable to suppose, but what must be the condition of the country in the mean time?

But suppose they were to go into the Committee, what would be the consequence?

Nobody would buy an estate or any thing else. If every man who had a sovereign was sure of getting twenty-two shillings for it in a short time, would not he take care of his sovereign? Be assured an act of depreciation could not take place, except by some despotic power which carried it into effect while every body was in ignorance of its intentions. To notify a coming depreciation, was to cause inevitable ruin. Debtors, for whose benefit the scheme was proposed, would be ruined; for then creditors would rigorously exact their debts. Those debts had been contracted in gold; and dreading the liquidation in paper, they would hasten to demand them in. Equity and justice would be on their side us well as the law; they would recover their debts, and debtors would be ruined. What, too would be the result of a general demand on the banks? The dsposits were made in gold; the depositors, dreading the coming depreciation, would demand back their gold, and the banks would all be ruined. No money would be advanced on mortgage; no man could sell his estate: there would be no speculation; and the attempt to depreciate the currency through the means of a protracted inquiry would be the greatest curse ever inflicted on a country.

He cautioned the members of the House from being induced by the artful terms in which the motion was worded from giving it their support. He quoted some passages from Mr. Burke's writings, to prove that members of Parliament should not, in a time of excitement, sacrifice their deliberate opinions to the ill-considered desires of their constituents. If, by their votes on this question, they lost the confidence of their constituents, they would be consoled by reflecting, with conscious satisfaction that they had done their duty.

They might depend upon it, that whatever sacrifices they might impose on themselves in doing justice to all, their constituents would in the end do justice to their motives; and as they acted from the purest motives, and fulfilled their real duties as representatives, there would not be wanting those who would always chose them to protect their permanent interests.

Some conversation ensued between Mr. Poulett Thomson, Mr. ATTWOOD, Lord ALTHORP, and Colonel TORRENS, relative to an adjournment, which was moved by Colonel Torrens. The House divided on the adjournment, 98; against it, [illegible]. It was ultimately agreed, [illegible] on the understanding that the [illegible] the following night.

The House broke up at [illegible]

The debate was resumed on Wednesday by Colonel TORRENS; who said, that there would be no inconsistency in voting for Mr. Attwood's motion for an inquiry into the fact whether an improvement might not be made in our monetary system, and likewise for Lord Althorp's amendment, which stated that it was inexpedient to alter the standard of the currency. He had always been opposed to depreciating the currency, and had published a pamphlet in 1819 to point out the evils which would result from it. But he thought that there had never been an instance of more erroneus legislation than the bill of 1819. Its avowed object was to restore the ancient metallic standard, but this it did not effect; on the contrary, it established another standard for that which had anciently prevailed.

By the ancient laws of the country, gold and silver were both of them legal tenders, and the payer had the option of the cheaper metal in which to discharge his debts. From 1257 to 1664, the value of gold and silver was fixed by proclamation, and both were legal tenders. From 1664 to 1717, the relative value of gold and silver was not fixed by authority, and practically, silver was the only standard. In 1717, an alteration took place in the currency, and a guinea was declared, to be equivalent to 21*s*, *in silver; but the gold in guinea was at* that time of less value than its silver equivalent. From that period, *gold became practically the standard, although both gold* and silver were legal tenders. In 1774, silver was declared *not to be a legal tender for any amount* exceeding 25*l*.; but bullion, by weight, was still a legal tender. That was the law of the land up to the suspension of cash payments. Therefore, when in 1819 gold was made the standard, Parliament did not reestablish the ancient standard, but fixed a new standard; and that, as he was prepared to show, was an alteration for the worse, which raised the value of the currency, and increased its liability to fluctuation.

He went on to show, that, as silver was so much more abundant than gold, if it should become necessary to abstract six or seven millions to meet unfavourable foreign exchanges, the stock remaining would still be so considerable, that scarcely any inconvenience would result from the abstraction of so large a sum. Parliament in 1819 returned to a standard of value which had risen during a period when an immense debt was contracted. There was also a demand for gold to the amount of twenty-five millions made by Russia, Austria, Denmark, and the United States, who all returned to a metallic standard about the same time. The mines in America ceased to be productive. Then came the climax of the evil, the withdrawal of the one-pound notes. All these circumstances combined to create unequalled distress. Colonel Torrens then stated the plan which he would adopt for improving the monetary system of the country.

In the first place, we would make silver the standard instead of gold. This, as he had already explained, would render the currency more steady, and would prevent, to a certain extent, those fluctuations which had proved so ruinous to trade. In the second place, he would adopt the principle of the late Mr. Ricardo, and make the paper currency payable, not in coin, but in ingots of silver, to the amount of 1 00*l*. or this 200*l*. would secure the banks of circulation from political passions, and from runs, having for object the embarrassment of the Government. In the third place, he would permit the reissuing of one and two pound notes. This would extend to the agricultural and thinly-peopled districts the advantage of credit and circulation, of which they were now deprived. And, in the third place, he would secure to the people the whole benefit of issuing paper money, which was now unjustly monopolized by the Bank of England. This, which had been suggested on the soundest principles of political economy by Mr. Ricardo, would place 40,000,000*l*. at the disposal of the Treasury. He need not dilate upon the vast benefit which the adoption of this arrangement would secure to the country. Thirty millions might be applied to the public service, and would, for a period of six years, allow of a reduction of taxation, to the amount of 5,000,000*l*. annually. Ten millions would remain, which might be applied to the immediate relief of distress.

He concluded by saying, that he would vote both for Mr. Attwood's and Lord Althorp's motion, because he conceived that neither was contradictory of the other.

Sir HENRY PARNELL agreed with Lord Althorp in thinking that Mr. Attwood's plan consisted essentially in lowering the standard of money. No doubt he disclaimed a wish to depreciate the currency; but between the relaxation that he advocated and positive depreciation, Sir Henry could perceive no difference.

In point of fact, what Mr. Attwood desired was to require that the sovereign, which now passed for 20*s*. should hereafter pass for 25*s*. But when this came to be fully understood out of doors, as it no doubt soon would be, the public would see nothing in the plan that would be productive of any other result than great national injury. It was for these reasons he would give his vote against the motion but in doing so, he wished to be understood, he was by no means opposed to inquiry into the state of the country. He was anxious, on the contrary, that inquiry should take place; and he was sorry Lord Althorp had not made this inquiry. He did not mean an inquiry into all those subjects which had been introduced into discussion in this debate, but a practical inquiry into the state of trade and into the condition of the working classes. He thought an inquiry into the state of trade would not only be attended with the good effect of ascertaining to what extent distress really existed, but into that of showing means by which the interests of it might be promoted. He conceived it would lead to the taking off of many restrictions which now fettered it. With respect to the working class, an inquiry into the wages and the expenses of this class would produce a great deal of useful information, and besides leading to measures for the improvement of its condition, would make it known how far distress really existed.

The establishment of a double standard has been repeatedly mentioned in the course of this debate. He thought that a great deal of misapprehension existed on that point—

If the facts of the case were examined, it would be found that every attempt which had been made in this country, and every other country, to have a double standard had failed. We had a double standard in this country up to the year 1816; but what was the state of the silver coin? No legal silver coin existed. The cause was, that the Mint prices of gold and silver were so adjusted, that silver coin could not be kept in circulation: but if the relative value should be ever so properly adjusted in the first instance, it was impossible the two metals could continue in circulation, because the value of both was liable to fluctuation; and when any such fluctuation took place, then one of the metals would be of more value in bullion than in coin, and would be melted. There had been much error in the course of this debate, in assuming that silver had been the standard of the value in this country. It had been so nominally but it was held by all the best authorities that, in point of fact, during the whole of the last century gold was the standard. This was proved to be the case by the reduction of the value of the guinea, in 1717, from 21*s*. 6*d*. to 21*s*., being followed by a reduction in the price of gold to the same amount.

Sir Henry concluded by the saying, that the subject had been exhausted by previous speakers, and he would not go over the old ground again; but would content himself with declaring, that he knew of no greater calamity that could befall this country, than making any alteration in the long established standard of the value of its money.

Mr. M. ATTWOOD replied. He absolutely denied that his motion carried with it a depreciation of the currency.

It was rather singular, that although so much horror was expressed at meddling with the standard, the House had frequently raised it, till at length it was brought up to 5 or 10 per cent. beyond its rate of value in 1797. Did not these changes affect contracts? It would have been *fairer in Lord Althrop to have brought forward a* resolution declaring the inexpediency of further *appreciations of the currency, instead of moving,* as he did, that it ought not to be lowered. Yet, though he brought forward a motion stating it to be inexpedient to lower the standard of value, he appeared willing to admit of silver as a sort of joint standard at 60*s*.—its actual value being 62*s*. Was not this, *pro tanto*, a depreciation of the standard? Lord Althorp would not go the length of saying to the debtor who owed 100*l*. "take thy bill and write 65*l*.," but he was willing to say "take thy bill and write 98*l*. 10*s*.

Lord ALTHORP here observed, that he did not know taking silver at 60*s*. would cause a depreciation; but if he found that it would that with him was a fatal objection to its adoption.

Mr. ATTWOOD proceeded to remark upon a speech delivered by Mr. Baring in 1830; in which he objected to repealling the act of 1826, but approved of the introduction of a joint currency of silver, "as giving the country a better chance of maintaining its standard." Was it fair, then, to blame him now, should he wish to introduce silver? He then proceeded to remark upon Mr. Poulett Thomson's argument, that the increased consumption of tobacco, tea; and sugar, was a proof of the prosperous condition of the people. Mr. Thomson's results had been incorrectly and unfairly stated.

He had said, that in 1814 the consumption of tobacco was 15,873,000lbs; and in 1832, 24,225,000lbs. which showed an increase of 31 per cent. on the consumption, while the increase of the population was 24 per cent. This, however, arose from the circumstance that tobacco had been entirely excluded from the country during the years 1813—14, *on account of the American war; and such was* the effect of the exclusion, that the price had risen in 1814, from 1*s*. 3*d*. (the price in 1812) to 1*s*. 2*d*. Taking, however, the average of the three years previous to that period, which were not affected by any such cause, it would be found that the consumption for Great Britain and Ireland was 24,691,000lbs., and while in 1832, it was only 20,235,000lbs.; so that there was a falling off notwithstanding the advance of population,

Then with regard to tea and sugar—

The House would hardly believe that Mr. Poulet Thomson had stated the amount of tea consumed in Great Britain alone, under the date of 1814, whilst for 1832 he had stated the amount consumed in Great Britain and Ireland. Was it becoming in the Ministers of the Crown to meet an important question of this nature in such a manner? Taking the case as it really stood, the consumption of tea in the three years preceding 1832, exhibited an increase of only 24 per cent. over that of 1801, 1802, and 1803, although the population had increased 50 per cent. He need not explain the cause of the diminished consumption of sugar for many years, was then opened, and the consequence was an immense exportation of sugar to the Continent, and an extraordinary rise of price in this country. In 1814, the price of sugar was 183*s*. 4*d*.; and in 1831, it was 48*s*. It appeared that on an average of the six years previous to 1832, the increase in the consumption of sugar had only been 20 per cent., while the advance in the population had been 24 per cent.

The House at this time began to be very impatient; and Mr. ATTWOOD concluded by saying, that if his motion were rejected, the people would consider that they were unjustly treated.

The House then divided: for Mr. Attwood's motion, 139; against it, 331; majority, 192.

Lord ALTHORP's amendment was then put as a substantive motion; and Mr. ATTWOOD moved as a rider to it—"That a Select Committee be appointed, having regard to the subject of that motion, to inquire into the general distress of the industrious classes, and suggest some effectual measure of relief." Lord ALTHORP, Sir ROBERT PEEL, Mr. HUME, Lord JOHN RUSSELL, Lord EBRINGTON, and Mr. BEAUMONT, all briefly opposed the amendment; which was supported by Sir FRANCIS BURDETT and Mr. O'CONNELL. Lord STORMONT moved an adjournment, but subsequently withdrew his motion.

The House then divided on the amendment proposed by Mr. Attwood: for it, 134; against it, 271; majority, 137.

Another division took place on Lord Althorp's original amendment, which now became the motion before the House—"that any alteration in the monetary system of the country which would have the effect of lowering the standard of value, would be highly in expedient and dangerous:" for the motion, 3 4; against it, 49; majority, 255. The announcement of these numbers was received with loud cheers.

The House adjourned at a quarter past three.—*Spectator, April*, 27.

AGENTS OF THE ENGLISH GOVERNMENT IN FRANCE

In a paper in the April Number of the *New Monthly Magazine*, on the Diplomatic Service,—which is not without its value,—the following passage occurs respecting the French Embassy and the Commercial Commissioners now employed in France.

"At the head of the Paris Embassy is Lord Granville; a high-bred and distinguished nobleman, and possessing all those advantages of station and education which might fit him for his office. Mr. Hamilton Hamilton, a gentleman of fair acquirements, who has seen much service, is Secretary of the Embassy. Mr. Ashburnham, a well-educated man, is paid as Attaché; and then there are other gentlemen attached to the Embassy without receiving any salary. These Attachés happen to be well-informed; have seen a good deal of the world and been employed at various courts. One would imagine, then, that there is sufficient talent combined here to do a good deal, if well employed: now how is it employed? What they have to do, is simply to copy despatches; and every talent they have beyond that of writing legibly, is lost to the public. Could not these gentlemen be employed differently? Would not one, the youngest in the service, be sufficient to do all the business of copying? But not only does an Attache do nothing but it is presumed that, because he is an Attaché, he is unfit to do any thing. For instance,—

"The Government have wished to enter into some commercial arrangement with France. It has been thought desirable to have a report of the state of commerce in France. Is this embassy, costing the country so much, and possessing so much ability, which costs the *country nothing—is this Embassy incapable to* negotiate this arrangement? to make this report? *If it is incapable to do this, it is a disgrace to the country that sends it forth.* If it is not incapable,—which, knowing the per*sons it is composed of, we must suppose,—why,* in the name of Providence send Dr. Bowring and Mr. Villiers, with five guineas a day, to do what might be done just as well work their five guineas a day, but they are doing that which others there are capable of doing, and are paid to do."

It certainly does seem very absurd that this country should annually pay nearly twelve thousand pounds for a Diplomatic Staff, and God knows how much beside in couriers and incidental expenses, and yet, at the moment when any real business is required to be done, be obliged to send a Special Commission. The remedy is, however, not exactly of the kind that the writer proposes. It may not a little hurt the pride of the Diplomatic Staff at Paris, that they are thus in a manner superseded; but had the duties of the Special Commissioners been intrusted to these official gentlemen, we feel very certain that the business would have been miserably botched. The three gentlemen herein named may be very well qualified for the dispatching of couriers and the keeping up the dignity of the Hotel de l'Ambassade Britannique; but there is not one of them capable of conducting the inquiries intrusted to Messrs. Villiers and Bowring. Not one of them ever *imagined that diplomacy has any* thing to do with trade or manufactures; not one of them understands any more of the science of commerce than he does of the transcendental calculus. If these men had been fit to be employed in such an important task, they would have exhibited such aptitude in their pursuits or their publications: now we should like to have pointed out to us a single thing that any of them has ever done, or a single claim that any one of them has to official employment at all beyond aristocratic connexion and tory interest. *Spectator, April* 30.

SLAVERY IN THE WEST INDIES.

In a pamphlet, entitled *Three Months in Jamaica*, published by Hatchard, a shocking account is given of West Indian profligacies and barbarities. The author, Mr. Whiteley, states that he went out (seeking employment of book or storekeeper) with favourable notions of the condition of the slaves. He was well acquainted with the state of the factory children, and conceived their lot to be worse than that of the negroes; he had soon reason to alter his opinion.—

I proceeded on horseback to New Ground estate. On my way thither I saw much majestic and beautiful scenery, and enjoyed the prospect exceedingly, until I came in sight of a gang of negroes at work. Most of them were females; and they were superintended by a driver, with his cartwhip in his hand. Just as I rode past, the driver cracked the whip, and cried out—"Work! work!" They were manuring the canes, and carrying the manure in baskets on their heads. It appeared to me dripping through the baskets, and running down the bodies of the negroes. This sight annoyed me considerably, and raised some doubts as to the preferable condition of West India slaves to factory children. The enchanting scenery and beautiful humming birds no longer amused me; and the thundering crack of the cartwhip, sounding in my ears as I rode along, excited feelings of a very unpleasing description.—On reaching the estate I was received in the most friendly manner by the overseer, and entertained with West Indian hospitality. This gentleman after some inquires as to the state of things in England, began to enlarge on the comfortable condition of the slaves; and pointing to some negro coopers who were working in the yard, asked if I could perceive any difference between the condition of these slaves and that of English labourers. I owned I could not; they seemed to work with great regularity and apparent good humour. —Immediately afterwards the overseer called out, in a very authoritative tone, "Blow shell." A large conch shell was then blown by one of the domestic slaves, and in a few minutes four negro drivers made their appearance in front of the house accompanied by six common negroes. The drivers had each a long staff in his hand, and a large cart-whip coiled round his shoulders. They appeared to be very stout athletic men. They stood before the hall door, and the overseer put on his hat and went out to them, while I sat at the open window and observed the scene which followed, having been informed that the other six negroes were to be punished. * * * * The first was a man of about 35 years of age. He was what is called a pen-keeper, or cattle herd; and his offence was having suffered a mule to go astray. At the command of the overseer he proceeded to strip off part of his clothes, and laid himself flat on his belly, his back and buttocks being uncovered. One of the drivers then commenced flogging him with the cart-whip. This whip is about ten feet long, with a short stout handle, and is an instrument of terrible power. It is whirled by the operator round his head, and then brought down with a rapid motion of the arm upon the recumbent victim, causing the blood to spring at every stroke. When I saw this spectacle, now for the first time exhibited before my eyes, with all its revolting accompaniments, and saw the degraded and mangled victim writhing and groaning under the infliction, I felt horror-struck. I trembled, and and turned sick: but being determined to see the whole to an end, I kept my station at the window. The sufferer, writhing like a wounded worm, every time the lash cut across his body cried out "Lord! Lord! Lord!" When he had received about 20 lashes, the driver stopped to pull up the poor man's shirt (or rather smock frock), which had worked down upon his galled posteriors. The sufferer then cried, "Think me no man? think me no man?" By that exclamation I understood him to say, "Think you I have not the feelings of a man?" The flogging was instantly recommenced and continued; the negro continuing to cry "Lord! Lord! Lord!" till 89 lashes had been inflicted. When the man rose up from the ground, I perceived the blood oozing out from the lacerated and tumefied parts where he had been flogged; and he appeared greatly exhausted. But he was instantly ordered off to his usual occupation.—The next was a young man apparently about 18 or 19 years of age. He was forced to uncover himself and lie down in the same mode as the former, and was held *down by the hands and feet by four slaves, one* of whom was a young man who was himself to be *flogged next. This latter was a mulatto—the off*spring, as I understood, of some European formerly *on the estate by a negro woman, and consequent*ly born to slavery. These two youths were flogged exactly in the mode already described, and writhed and groaned under the lash, as if enduring great agony. The mulatto bled most, and appeared to suffer most acutely. They received each 39 lashes. Their offence was some deficiency in the performance of the task prescribed to them. They were both ordered to join their gang as usual in the afternoon at cane-cutting.—Two young women of about the same age were, one after the other, then laid down and held by four men, their back parts most indecently uncovered, and 39 lashes of the blood-stained whip inflicted upon each poor creature's posteriors. Their exclamation likewise was "Lord! Lord! Lord!" They seemed also to suffer acutely, and were apparently a good deal lacerated. Another woman (the sixth offender) was also laid down and uncovered for the lash; but at the intercession of one of the drivers she was reprieved. The offence of these three women was similar to that of the two young men—some defalcation in the amount of labour.—The overseer stood by and witnessed the whole of this cruel operation, with as much seeming indifference as if he had been paying them their wages. * * * * I resided on New Ground estate, from the time of my arrival in the beginning of September, and exclusive of some occasional absences, altogether fully seven weeks; and during that period I witnessed with my own eyes the *regular* flogging of upwards of 20 negroes (277 on the estate,) I heard also of many other negroes being flogged by order of the overseer and book-keepers in the field, while I resided on the plantation, besides the cases which came under my own personal observation. Neither do I include in this account the slighter floggings inflicted by the drivers in superintending the working gangs, which I shall notice afterwards. * * * * I shall mention only two other cases which particularly excited my sympathy; for, after a few weeks, although my moral abhorrence of slavery continued to increase, my sensibility to the sight of physical suffernig was so greatly abated, that a common flogging no longer affected me to the very painful degree that I at first experienced.—The first of these two cases was that of a married woman, the mother of several children. She was brought up to the overseer's door one morning; and one of the drivers who came with her accused her of having stolen a fowl. Some feathers, said to have been found in her hut, were exhibited as evidence of her guilt. The overseer asked her if she would pay for the fowl. She said something in reply which I did not clearly understand. The question was repeated, and a similar reply again given. The overseer, then said, "Put her down." On this the woman set up a shriek, and rent the air with her cries of terror. Her countenance grew quite ghastly, and her lips became pale and livid. I was close to her, and particularly noticed her remarkable aspect and expression of countenance. The overseer swore fearfully, and repeated his order—"Put her down!" The woman then craved permission to tie some covering round her nakedness, which she was allowed to do. She was then extended on the ground, and held down by two negroes. Her gown and shift were literally torn from her back, and, thus brutally exposed, she was subjected to the cat-whip. The punishment inflicted on this poor creature was inhumanly severe. She was a woman somewhat plump in her person, and the whip being wielded with great vigour, every stroke cut deep into the flesh. She writhed and twisted her body violently under the infliction—moaning loudly, but uttering no exclamation in words, except once when she cried out entreating that her nakedness (her parts of shame) might not be indecently exposed,—appearing to suffer, from matronly modesty, even more acutely on account of her indecent exposure than the cruel laceration of her body. But the overseer only noticed her appeal by a brutal reply (too gross to be repeated,) and the flogging continued. Disgusted as I was, I witnessed the whole to a close. I numbered the lashes, stroke by stroke, and counted *fifty*, —thus exceeding by eleven the number allowed by the colonial law to be inflicted at the arbitrary will of the master or manager. This was the only occasion on which I saw the legal number of 39 lashes exceeded, but I never knew the overseer or head book-keeper give less than 39. This poor victim was shockingly lacerated. When permitted to rise she again shrieked violently. The overseer swore roughly, and threatened, if she was not quiet, to put her down again. He then ordered her to be taken to the hot-house or hospital, and put in the stocks. She was to be confined in the stocks for several nights, while she worked in the yard during the day at light work. She was too severely mangled to be able to go to the field for some days. This flogging took place on the 27th of September.—The flogging of an old man, about 60 years of age, is the last case I shall mention. He was the third driver upon the estate,—there being five altogether, whose sole employment was literally *driving*, or coercing by the whip, the negro population to labour. With this old man I had had some conversation, and felt particularly interested in him, for his silvery locks and something in his aspect reminded me powerfully of my aged father, whom I had left in England. He had been upon the estate a great number of years. He told me that not one of the negroes belonging to the gang he wrought in when he first came to New Ground was now alive. He came up to the overseer's door at shell-blow one day, and gave in, as is the practice, on a tally or bit of notched

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stick, his account of the half day's work of the gang he superintended. The overseer was dissatisfied—said it was insufficient—and ordered him to get a flogging. The old man said, "Well, Busha, me could have done no better had you been standing by." Then, groaning deeply, he laid down his staff and whip, unloosed his cloths, and lay quietly down to be flogged without being held. One of the other drivers, who had been called forward appeared very reluctant to perform the office; but on the overseer swearing a rough oath or two, he proceeded to inflict the usual punishment of 39 lashes. The old man, looking up in the overseer's face imploringly, cried out after every stroke for several minutes, "Busha! Busha! Busha!" but seeing no signs of relenting, he ceased to call on expressing his feelings only by groans. I was deeply affected by the sight, and felt at the moment that these groans were an awful appeal to the judgment seat of Him who heareth the cry of the oppressed. When the punishment was over, and the poor man arose, the other drivers looked at each other and shook their heads, but uttered not a word. They dared not.

The horror with which Mr. Whiteley viewed these scenes, and the fact of his being a sectarian (a Methodist) soon subjected him to persecution. A friend warned him that it was necessary to his safety to renounce any appearance of sectarianism, and enrol himself a member of the Colonial Church Union for the Established Church is the shibboleth of tyranny in those as well as in other parts, whence it is we suppose. that the bishops, as Lord Eldon remarked in justification of the practice, have never raised their voices against the wickedness of slavery. Mr. Whiteley not complying with this advice, the intention to tar and feather him was formally communicated by a deputation from the St. Anne's Colonial Church Union. His alleged offences were the mention of the name of God, especially to negroes, inquisitiveness as to crimes and punishment, and preaching to the slaves, which last charge he denies. In little more than three months he was obliged to quit the island. Mr. Whiteley mentions the case of negroes who were punished for praying.

THE PORT ADMIRAL.

Our remarks on the evils superinduced upon novel-writing by the necessity of love-making, and the mischief of fixing upon the Procrustean length of three volumes, be the materials of the tale ample or scanty, could not be better illustrated than in this new production of the author of *Cavendish*.

The true subject of the *Port Admiral* is a mutiny on board a seventy-four bearing the Admirals' flag on his return from India. The event takes place somewhere in the seas between Bombay and the Isle of France. The tyrannical proceedings which drive the men to desperation are described; and then we have the outbreak, and the contest between the bulk of the seamen on one part, and on the other the officers and the marines, and a portion of the crew that had not joined in the insurrection. This narrative is conducted with great skill: and the spirit of daring enterprise and of inexhaustible contrivance with which the combat is continued and carried on, inspires the reader with an enthusiasm and a breathless interest which bear undeniable testimony to the author's power. Well, all this occupsies one admirable volume. The Admiral is bound up with a dead body, one of his own victims, and is hurled into the sea. But the ship was foundering even in the fight, and the conquerors only conquer to die. A storm has prevailed during the whole of the combat; the ship has been neglected, and weakened by the cutting down a part of the decks, and the firing of the lower guns turned inwards on the quarter-deck; and she goes to the bottom. Here was surely an end, or ought to have been: but have we not said that the whole was contained in one volume? To be sure, it would have been a volume that would have passed from hand to hand throughout the reading public, have been much talked of, and greatly admired: but then, the price must have been small, the advertisements as expensive as for a large work, and thus would the profits have been consumed: author and publisher could have expected only the reward which the French soldiers in the trenches told Captain Stuart Worthley was all they looked to, when he wished they might prove Maréchals de France—"*rien que la victoire.*" Now this new version of the *laudatur et alget* is nowise agreeable to the spirit of modern times: it neither suits the modern author in his luxurious apartments, nor the modern publisher in his splendid shop. Indeed it is hard the Newspapers and the Tax-office should altogether consume the entire substantial reward of a considerable advance of capital, and a great effort of mind acting upon a valuable experience.

All the stuff in these volumes that pretends to be satire on Captain Basil Hall, Major Clerke, and some others, under the names of Captain Beatall Bombast, with his eternal stories of the Longbow (Loo Choo) Islands, and Major Puff, editor of the United Anchor and Blunderbuss Magazine, are, with scarcely any exception, worse than the *Emigrant*—and censure cannot go much further. His two heroines are ladies of Plymouth Dock; we are afraid that we should offend the author if we were to say what we think of them: were we their *prochain ami*, we should give them a choice between St. Luke's and the Magdalen: the author himself discovers (but only towards the close of the third volume) that the liveliest of the pair is mad.

And yet the author of all this stuff ashore is the man who has created the spirited scenes of the mutiny in the foundering vessel. From this part of the work it is our duty to give some extracts: they will interest the reader, and prevent our remarks from taking a too severe effect. The author has genius, and good intention; but is terribly misguided. We doubt not that he is writing and feeling under some of those infamous disappointments that we alluded to in our notice of the *Memoirs of Sir William Hoste.*

The first scene takes place in Bombay: in an amusing manner it will inform the reader of the state of the ship, and let him into some notion of the Admiral's character.

Subduing his emotions, as best he might, he descended to the main-deck and found the Admiral, Captain, First-Lieutenant, one or two of the subordinate officers, and several of the ship's crew, gathered around three natives who, from their dress and appearance, seemed to belong to the Parsees; which peculiar class in India, as my reader may ready know, includes almost all the artisans. It is by these men that those superb ships are built which constantly arrive in this country. Their names are remarkable as generally terminating in *ajee*; those of the three present were Jumsagee master shipwright, and Jabbersagee, and Bobsagee, his foreman. They were all of the middle height, and sparely made. Jumsagee, who spoke broken English tolerably well, had a good-natured countenance, the others appeared more savage: he was their spokesman and they his supporters; thus to whatever he said, they swore, in their native tongue. "Talk to me, you yellow-coloured rascal, of my ship's timbers being loose and rotten," loudly and vehemently exclaimed the Admiral, with threatening gesticulations, to Jumsagee, "how should you know? You haven't seen them."

"No, massa, I no see them."

"Well, then, you stupid old fool, I tell you again, you know nothing about it."

"I no tupid fool, Massa Admiral!—tell you dat; but dis I tell you, dis ship no fit even go trading up long a country; she make great leak lying still, doing nothing; you greater fool than I den, who go over big seas, where you call Inglan in slam-dam like dis. Eh, Bobsagee?" This important personage being thus appealed to, in spite of the Admiral's frowns bowed his head in acquiescence, with great reverence, as well as asserting the same by word of mouth.

"Dere, Massa Admiral, you see what Bobsagee say. Dis ship thirty year old—been in big battles—big wind—on big rock—no dock for ten year! Massa Amiral, suppose you knock a caulky iron on her ben, it go into head! rotten, rotten! No say your ship no good ship, berry good ship ten years ago, not now; suppose you go to sea in dis ship it be de bottom de sea, not de top. Eh, Jabbersagee? Jabbersagee bowed.

"Curse your black hides, you impertinent scoundrels, you jumbling set of beggars;" then turning to his Captain. "Is not an Admiral who's had a ship under his command for many years to know whether she's trustworthy or not? I tell you, I don't care a straw for these fellows' paltry fears and opinions, this ship has carried me through thick and thin, and I'll take her home in spite of you all—a pack of swindling shipwrights; not a penny shall they make by breaking up the old——'s timbers. I'll take her into port in England and if all other ways fail, by G—d, she shall sail without her bottom."

"Ah Massa Amiral, all berry well now, you get in fine passion at poor Jumsagee, but when the big wind come be berry good man, so Bobsagee and Jabbersagee! Suppose you *will* sail at de bottom, there one berry fine Amiral gone—but den fine Admirals plenty over sea, what place you call Inglan, and de good ship crew!—neber mind dem, dey go for de glory,—eh, Bobsagee?" But before Bobsagee could give the accustomed and looked-for affirmation to the last little pleasantry of his leader, the Admiral had sprung forward and seizing Jumsagee in one hand round the neck, and Bobsagee in the other, he knocked their thick heads together, applying to their entertainment first one foot and then the other, in a manner quite the reverse of *á priori*.

"Get out of my ship this instant, you infernally insolent blackguards," he exclaimed, as articulately as his ill-timed rage allowed, "and so far from taking your advice, I'll tell you this, I'll sail in this ship the day after to-morrow, and by G—d, *if she goes to hell I'll go in her.*"

"Eh, Massa Admiral," returned Jumsagee, determined not to be browbeat, "you say bery true, you say bery well now, me tink you *bery* fit man to go *dere*, me know no better. Eh, Jabbersagee?"

"Berry, Jumsagee," returned the last, who being at liberty, and indignant at the usage of his calling, managed to understand that he was required to support his friend's opinion, for which he received a few kicks, and the trio were bundled out of the ship by the master-at-arms.

In the meanwhile the crew had not been unheeding or unconcerned spectators of the scene, for they knew that the shipwrights had more justice on their side than the old Admiral chose to admit. They had long considered their ship utterly unsafe—as Jumsagee had said—to encounter even the perils of the station, and with him they considered the attempt to make the homeward passage in her, not only mad, but criminal, and looked with no good will on the wanton risk of nearly one thousand lives to gratify a mere whim of carrying to the dockyards of his country the remains of an old and worn out ship, which had already served her unusually long—thirty years. To these hostile feelings then a considerable addition was made, when the Admiral, turning round to the Captain Grummet, get ready with all speed, the day after to-morrow we sail."

"But Admiral, we shall want to take in water to a considerable extent; since what remains on board has been so long in cask it will be unfit to drink."

"Take in water, Sir! Pooh, nonsense! I cannot stay for any thing of the sort; I wish to be off at once, or these humbugs ashore will be condemning my ship whether I like it or not. Water her to the usual extent, and then we must rough it out as we have done before. The day after to-morrow you must—you shall be ready."

"No water inside and too much out," muttered an old seaman as his flag-officer strode hastily back to the quarter-deck. "Old story in his Majesty's service, monkey's allowance, more kicks than coppers. It's much to me if so be we ever set eyes on old England again at this rate. 'If the ship goes to hell he will go in her?' that's fine talking truly for an Admiral in a battered old hulk like this, to go nigh fifteen thousand miles, with nine hundred hands aboard;" and verily it was an awful blasphemy! and before half an hour had elapsed there was not a tongue in the ship but had commented upon it; to what effect the reader will see.

The next scene represents the mutineers driven by a system of tyranny to desperation, and, after having tried unsuccessfully a *coup de main*, retreating to the inferior decks, and preparing a more regular infliction of vengeance.

No sooner had Græme taken the lead upon himself, than the scene was changed, a vast number of lights along the whole deck gave it a brilliant and animated appearance, while the gleams falling on the swarm of rude figures so busily employed, might—to one who knew that the end of their avocation was slaughter and death—well have conveyed the idea of Pandemonium with its inhabitant imps of darkness at work.

"Here, Sir, here are all the cutlasses and pistols," said the man, flinging down at the feet of Græme whole heaps of those murderous instruments, while every one obeyed him with cheerful alacrity, having been accustomed ever since he joined the ship, to regard him as their superior officer, not to mention the influence acquired over their minds by the readiness and address for his present station, which he now displayed. For even he forgot his griefs awhile, and gave up his whole soul to the cause in hand. Stooping, he selected from the quantities before him the arms which seemed most trustworthy; the others did the same.

"Now, my lads, are you all armed?" he demanded

"All—all."

"Have you each four rounds of pistol cartridge?"

"Yes."

"That's right, my boys. Then listen to me—I want a hundred men from among you for a disagreeable duty"—

"Here's one."

"Here's another."

"Here—here—here," responded three times that number of voices.

"But are all of you ready for this duty?"

"All."

"Very good, then step aside here—three—and three—so—Maepherson?

"Sir."

"Take these hundred men, they are as good as the best of us; place thity-five at the fore-hatchway twenty-five at the after-hatchway, and forty at the main; and let no soul come down who does not give the pass word—and that is, 'Vengeance for a murdered wife.'"—Here he was interrupted by a defening shout—"This is the post of honour"—he continued, divide your men at once, Kavanagh—my brave boy, we go with the rest to try our hand with the Admiral, and if the wrongs of many years, let alone being five hundred to four cannot win the day, why then there's no trusting to blood or tears. Come on,

"Huzza! Vengeance for ever!" was the vociferated reply.

"All you ready all?"

"All ready."

"Then down with those ladders."

In an instant the cleats securing the ladders leading down the main hatchway were knocked away, and the ladders themselves laid on the combings below to give standing-room.

"Here my lads, eleven of you seize each man a thirty-two pound shot, and follow me." Then taking up a cannon ball in both hands and raising it over his head, Græme stood on the ladders just pulled down, while the hatches overhead, which the Admiral had barred or "battened down," prevented his egress on the main deck. The eleven having taken up a similar station, he asked if they were "ready."

"All ready."

"Now then, up with them,"—when the whole twelve bending their arms and knees, and then suddenly straightening the same, simultaneously discharged against the hatchway above the heavy impetus of the cannon-balls, propelled by the whole strength of these living battering-rams still it stood. "Again boys, again." Once more they struck it, and splinters of the oak fell among them; but it yielded not. "Third time's lucky, now again,"—but no, it remained firm. "Fling down your shot, they've put some catamaran or other over it—yes"—thrusting his cutlass through the black tarpaulin which covered the grating, "they've capsized one of the main-deck guns on the top of it."

"We're done blue!" said some one.

"Done blue, no," replied another, "let's break through the deck."

"Break the deck, eh! Griffin?" said a third, "You talk as if you were Herculiss, that capsized seventy thousand fiddlers with the jaw-bone of an elephant."

"Hush, lads," interposed Græme, "we're not baffled so easily, we'll be masters of the main-deck within the half-hour yet, so cheer up. Aft here some fifty of ye; lay by your arms for a space, every man where he can get at them quickly. Carpenters, where are your adzes?"

"Here, Sir.'

"Quick then, rip up the deck from just before the after-hatchway to here, which includes one beam and two carlines. Get your saws and cut them all off close to the ship's side—mizen-top-men down in the cable-tier there—get two hawsers—bear-a-hand and coil them down under the after-hatchway, so that not a soul can go up or come down. Fore-top men down below—break open the after-hold—reeve the falls, and hoist up half a hundred casks of beef and pork. Main-top-men—get the guns from aft, which you hauled out from the gun-room, place them under the main-hatchway, and see you leave no passage there for the Admiral to surprise us. After-guard—get the same thing done at the fore-hatch, and coil down a hawser on the guns as well; let it be chock-a-block, not a soul of them shall ever come down here alive. That's it; cheer up, my hearties, we'll soon have it all our own way: and bear-a-hand before the gale comes on to blow so hard that we can't keep our legs; the old ship rolls now as much as we can work with. Here, my lads, all spare hands that are left jump down into the cable tier, cut two of the bower cables, and pass an end up on each side, while some of you remain here and coil them down athwartship in two long coils just forward of the after-hatch, close to where they're ripping up the deck."

These directions being given, Græme seized an adze and commenced scuttling the deck, which was done by cutting through the plank with the adze in a direct line from side to side, in two parallels; then sawing close to the bulwarks, the beam and two carlines which gave support to the mass underneath, the whole portion, about nine feet fore and aft, fell with a tremendous crash on the orlop deck below; where the cabin bulkheads had been already removed to make way for it. As it gave way and left a dark impassable chasm, Græme looked with some apprehension in his countenance, almost expecting to behold the weakened side at once give way, and the whelming tide rush in. The old ship, however, merely trembled, as if endowed with instinct to grieve over this mutilation of her hull for such unhallowed purposes, and the work of devastation went on once more. Despite the rolling of the ship, which now began to be very heavy, even to the lower deck, where—as nearer to the centre of motion—it was less felt than in any other part, the men, urged on by the excitement of the moment, applied themselves with a determination that conquered every obstacle. In a very little time, part of the hemp cables had been coiled across the deck on either side in a line with the after-hold, from whence casks of beef and pork had been taken and piled on the cables, so as to form the embrasures for two of the lower deck guns, which having been taken from their port-holes, lashed firmly down and pointed aft, made a couple of small batteries that commanded the deck to the very gun-room ports, so that none of the party aloft could descend by the cabin windows; while on the casks were nailed the pieces of plank stripped from the deck, thus making a complete intrenchment, which it would have been impossible to force, when we remember that the deck had been cut away for the space of nine feet from before these guns on either side.

Thus secured abaft, the fore-hatchway was effectually blocked up by the hawsers coiled down under it, the main hatch Græme had for reasons of his own, left in a state that admitted of its being easily cleared. "Thompson—go down below, and see that all the young gentlemen who were in their berths during punishment, are marched into the cockpit, and tell the surgeon and his assistants to get out their traps ready for action. Macpherson—go forward, slip all the breechings of the bow-guns, and get them abaft the fore-hatchway, lash three of them athwart the deck, and point their muzzles forward. Kavanagh—will you look to the same on the other side of the deck?"

"Ay, ay, Sir," replied the second and third in command, and off they went to execute these orders, which the reader will perceive were to construct other batteries across the deck commanding the bow similar to those astern, and leaving a fortified space between the two for the mutineers, to which they could retreat secure from surprise.

"Here we are all idle, Mr. Græme, what next?" enquired some of the band.

"Idle, my lads, no need for idling now—we've no time to spare, quick—here, help them aft with the bow-guns, while some of you slip the breechings of these from her old sides, and point them aft—hook your tackles and to it steadily. Down one of you to the gunner's store-room, and tell them to make up some fifty cartridges for the lower deck guns: but mind, boy, with only one-fifth of the usual charge. Steady there, boys, smartly and steady, how the old ship rolls!"

Leaving the mutineers then busily engaged in their appalling plans, let us ascend to the quarter-deck, and by seeing the preparations going on there, contrast the genius of the carpenter and the Admiral.

"I've just been on the main-deck, sir, and I can't conceive, from the uproar, what the men are about," said the Captain to his superior.

"Getting, drunk, perhaps," replied the Admiral.

"No, sir," returned the Captain, "it sounded to me as if they were breaking up the deck."

"Ha! What can that be for—madness—I hope they won't be setting fire to the ship!"

"Or blowing us up sir?" A shade of gloom came across the Admiral's countenance.

After this, a flag of truce is sent by a warrant officer, one of the most respectable and unwilling of the mutineers. He is immediately hanged by the Admiral's orders. The effect this murder has upon the seamen is dreadful. They rally to the cry of "Revenge!" and after repeated and sanguinary efforts, and a desperate resistance from the Admiral and his party, succeed in capturing the old tyrant, and in destroying nearly the whole of their enemies. We refrain from giving more extracts, partly because we cannot spare the space; and next, because passages of this sort, however spirited and picturesque, can have but a feeble effect when disjointed from the whole narrative.

MISCELLANEA.

An inquest was held on Tuesday afternoon, at the Christchurch Workhouse, Blackfriars Road, on the body of a young woman which had been picked out of the Thames, and bore marks of violent usage. Mr. Peter Wood, an eatinghouse-keeper in Bermondsey New Road, recognized the body as that of Eliza Baker, who had lived as a servant in his house, and to whom he had evinced so much regard that his wife had dismissed her through jealousy. He had supported her since by secret allowances, Wood kissed the dead body, and cut off a lock of the hair. The *mother* and relations, and other friends of the girl, also recognized the body: and the mother charged Wood with having seduced her daughter, which had driven her to commit suicide. The Jury were of opinion that the case looked very mysterious against Wood. The girl had been wounded on the forehead and thighs. Wood was in extreme distress; when one of Whitbread's draymen entered the room, and said that he had seen Eliza Baker that day in the streets, and that she was quite well! The story was treated as an idle invention or a dream. Presently afterwards, however, he brought the real Eliza Baker to the office. She was a fine-looking young woman, in full health. Wood fell into fits; and when he recovered, walked away with her, leaving his wife behind with the dead body; upon which the Jury returned a verdict of "found drowned." The likeness between it and the real living Eliza Baker was allowed to be remarkable.—*Spectator, April* 10.

Agencies for that most delicate of all affairs matrimony appear to be in "rather queer" hands in London, judging from the following *Morceau*, put forth by one of the tribe, in the shape of an advertisement in the journals of last week. We like the particular stress laid upon "*Real* ladies" above all things. We could however wish that this A. M. understood English enough to write a *leetle* more intelligibly:—"Matrimony!—To REAL LADIES.—Mr. WRIGHT (Le Count.——) most respectfully announces that a *Gentleman* with an income of about One Thousand Pounds per annum (*one of the handsomest men that walk under the sun*), has applied to him to be introduced to a *real* lady of the same style of beauty and figure as himself. He is rather ambitious, but with an exactly suiting young lady, very large fortune will be dispensed with; pretensions and accomplishments being fully adequate. This would not be inserted, but the lady proposed by Mr. W. being somewhat too coy and slow to meet his expectations and wishes, this public notification is resorted to. [This passage is a complete poser.] He is perfectly aware that there is a certain rank of ladies more *advanced*, whose weighty influence of for une he will not resist if the overture is accompanied with perfectly lady-like person and the strictest honor. *Superior* ladies, who have a correct view of these most delicate affairs, may ddress to Y. Z. Z., care of his advocate, J. P. Wright, Esq. A. M., London."—(News.)

FRENCH GENEROSITY.—The number of refugees at present in France, who have borne arms in unsuccessful revolts against tyranny, or otherwise suffered in the cause of liberty, amounts to between 8,000 and 10,000 persons. The French government, with a generosity rarely equalled, has obtained from the Chambers for their support a sum of 5,000,000 francs, or about 200,000*l*. This exemplary act of beneficence received not only the support of the legislature, but was anticipated by the zealous wishes of the people of France.

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